



For the attention of Chris Lyons - Director of Planning
Horsham District Council
Parkside
Chart Way
Horsham
West Sussex
RH12 1RL

9 May 2017

Dear Chris

**Re: Land North of Horsham - Application Reference DC/16/1677.
Points of Clarifications following Planning Committee (North) on 28 April 2017.**

Naturally we are disappointed that the Planning Committee (North) did not feel able on its own to accept the recommendation of its officers.

As you know, our outline planning application has been interrogated and tested by the council and every relevant statutory authority consulted. It has proven to be fit for purpose and the council's own expert viability consultants confirmed that it represents a good deal for the district.

We hope that the development will be positively received at full Council on 22 May so as to not delay any longer the delivery of much needed housing. Importantly, the outline application provides the foundations for future detailed Reserved Matters applications, which we are committed to bringing forward in consultation with the council and community to deliver the best possible development for the area.

A number of specific matters were raised at the meeting on 28 April and these are briefly set out below in order to provide clarity that the application has adequately addressed those points.

Viability

Horsham District Council engaged the services of Dixon Searle Partnership (DSP), a specialist in viability assessments, who agreed the format of the standard residual valuation model that Liberty and our consultant Turner Morum prepared. This is a standard valuation model widely used for strategic developments to ensure it fairly appraises the scheme. To be clear, there are no additional layers of cost associated with Liberty's delivery model as the valuation methodology is completely agnostic as to delivery methodology. Your officers and DSP can confirm that.

Whilst the Viability Assessment is a snapshot in time, your officers and DSP pushed very hard for additional value in all areas and, in particular, Housing for Local Needs (HFLN). In doing so the council has negotiated the HFLN upwards from Liberty's historical initial proposals of 20% to the conditional 30% (25% + 5%) to the final level of 30% ensuring that no element was contingent on business park delivery.

Liberty Property Trust UK Limited
The Control Tower, 29 Liberty Square, Kings Hill, West Malling, Kent ME19 4RG
+44 (0)1732 870375 | libertyproperty.com

The final mix of housing (within the HFLN) matches the aspirations of emerging Government policy as set out in the Housing White Paper designed to promote accessibility of housing to a much wider demographic.

Housing Policy 16 of the HDPF clearly acknowledges that the mix of housing types, sizes and tenures for each site will depend on the viability of the scheme.

The Council are also requiring a review mechanism which will reassess the project periodically (every 5 years) with a view to increasing housing for local needs in the event that there is an uplift in value across the site. This review mechanism is in addition to the baseline provision of 30% HFLN, which the DSP report found to be a reasonable level of provision given the quality of development to be delivered and the considerable site infrastructure costs.

Business Park

Concerns were raised by some Councillors regarding demand for the Business Park and the general confidence in the office market.

North of Horsham is about positively supporting the future success and prosperity of the town and District for many years to come. It will deliver much-needed new homes and schools, as well as attracting high value businesses and jobs for the community.

We regularly take enquiries for office space from high quality businesses looking to relocate, however as many of these businesses are reacting to their existing lease events, without the clarity of an outline planning consent we cannot, as yet, make firm commitments on delivery. We do know, however, that a number of companies that have recently taken large new offices in the Gatwick and Crawley areas would have considered the North Horsham Business Park as an alternative had planning permission been in place.

Highways & Transportation

Langhurstwood Road junction

Considerable time was spent debating the highway developments proposed for Langhurstwood Road, which it is important to note has been developed specifically in response to HDPF Policy SD9.6 which promotes; *“Closure of Langhurstwood Road left in / left out junction onto A264 and re-alignment of Langhurstwood Road to the east with a new roundabout junction on the A264”*.

The proposed highway scheme is fully compliant with Policy, and accepted by both WSCC and Highways England but concerns over the intensity of use by HGV's travelling to and from the waste facility to the north-west and how that would impact on the residential community were raised by Members.

It should be noted that the only elements of the scheme that require detailed consent now are constrained to the highway junction improvements as submitted. The internal estate roads are all subject to further consultation and approval at reserved matters stage and councillors will have the opportunity to ensure the scheme design at that time is appropriate which will include an indicative section through Langhurstwood Road within the residential development that demonstrates how the heavy goods vehicles will be segregated from the residential streets and open space, thus alleviating fears of direct conflict between pedestrians, cyclists and HGV traffic.

Liberty Property Trust UK Limited
The Control Tower, 29 Liberty Square, Kings Hill, West Malling, Kent ME19 4RG
+44 (0)1732 870375 | [libertyproperty.com](https://www.libertyproperty.com)

Traffic Modelling & Rusper Road

Rusper Parish Council are concerned that there may be a risk of increased traffic through the village of Rusper. In response to this concern, a scheme of monitoring and traffic calming will be developed, at Liberty's expense, which as confirmed by WSCC will be subject of a separate statutory consultation process before they are agreed. In addition, Liberty have attended regular meetings with Rusper Parish Council and will continue to do so throughout the lifetime of the project.

A264 Crossings:

An existing but dangerous at grade PRow exists to the east at FP1586 with the railway underpass FP3565 currently leading nowhere. An unofficial at grade crossing exists at Old Holbrook which is a very dangerous crossing. The current situation provides little if any safe means of access along designated PRow from the development site across the A264.

The proposals submitted and agreed as appropriate with HDC Officers and WSCC will provide 4 safe crossing options, including at grade signalised crossings at the new Langhurstwood Road and Rusper Road roundabouts, along with a new footbridge at Rusper Road providing a choice of methods to cross the A264 by both pedestrians and cyclists. The eastern railway underpass will be improved and will connect to FB1586 via a new cycle path, discouraging the use of the uncontrolled crossing at FP1586 across the A264.

The footbridge has not yet been designed in detail and we have a great opportunity by way of an architectural competition to come up with an award winning design, judged and selected by local Parish Councils and the public.

The proposals have been agreed by WSCC as being appropriate, and they are all deliverable as they are entirely within either land controlled by Liberty or within Highways Authority land.

Tunnelling under the A264 has been reviewed and due to extensive technical constraints has been discounted. Factors that preclude underpasses from the proposals are physical landform, existing utility services, a risk of flooding, anti-social risk, safety concerns and permanent lighting and maintenance burden. WSCC and HDC Officers agree that tunnelling under the A264 is not an appropriate solution in this instance.

A264 Speed Reduction:

The junctions have been designed to reflect the existing speed limit on the A264. WSCC are supportive of a speed reduction between Great Daux and Moorhead roundabouts. However, that will be the subject of a separate consultation process and TRO, so cannot be assumed within the current design.

Bus Strategy:

Concerns over the proposed bus route through the designated bus gate at Pondtail Drive were raised. At this stage, the bus route is a proposal and has been agreed in principle with the bus operator. The basic frequency suggested by Metrobus would be 2 buses per hour with an aspirational service of 4 buses per hour. However, as explained in the Addendum to the Transport Assessment, this is the proposed route only likely at completion of the development when the western link road is complete, and so, for a considerable time, alternative routes will be into and out of the development at Rusper Road. The final decision on the routing will be made by the operator on commercial grounds and in consultation with WSCC.

Liberty Property Trust UK Limited
The Control Tower, 29 Liberty Square, Kings Hill, West Malling, Kent ME19 4RG
+44 (0)1732 870375 | [libertyproperty.com](https://www.libertyproperty.com)

Cycling Strategy:

The Horsham District Cycle Forum felt a 'cycle plan' was missing; requested a 'cycle review panel' and wanted more crossings over the A264, repeating the suggestion of underpasses.

Underpasses have been dealt with above.

The Access and Movement chapter of the DAS includes a plan at page 131 that clearly shows the proposed pedestrian and cycle movement strategy, which includes cycle paths, bridleways and existing PRoW interlinking across the development.

The primary access roads will have either on-carriageway cycle lanes, or combined footpath / cycle paths and the new greenway links will allow excellent permeability throughout the development without having to integrate with motor cars or other vehicles.

None of the internal roads or greenways form part of the detailed elements of the Outline application and will all be the subject of further consultation when the Reserved Matters applications come forward. This will allow an opportunity for the Cycle Forum to make detailed design comments.

Liberty are happy to continue to engage with the Cycle Forum to discuss practical (and deliverable) matters and will be accepting of a Travel Plan condition as part of the outline consent.

Riverside Walk:

Liberty have met with the Horsham Town Community Partnership on a number of occasions specifically to discuss the retention and enhancement of the Riverside Walk. There is a great opportunity to extend the Riverside Walk to include the Nature Park, and Sports Hub, following the line of the rivers that make up Chennells Brook and emerging at the A264 at the new footbridge providing a safe means of crossing. The Walk is further enhanced by including the Motte & Bailey on the southern side of the A264 before re-joining the existing route at Lemmington Way.

Whilst the Riverside Walk currently follows a PRoW along parts of Bush Lane, FP1586 and the railway underpass FP3565, much of the route is not on a formal footpath and has been tolerated by the land owners. The new development will allow us to formalise the route of the Riverside Walk and include an additional 1km alongside the Chennells Brook. This is a substantial net gain to the community.

A24 & Impact on Warnham:

Warnham Parish Council have concerns over traffic impacts on the wider highway network. A number of traffic calming measures have been identified by Warnham PC in partnership with WSCC as a result of housing development to the West of Horsham (not North Horsham). The Parish Council also refer to existing problems on the A24 and rural lanes citing high accident rates and rat running. The development of Land North of Horsham cannot be required to mitigate existing highway issues that do not arise as a result of the development being proposed (as this would be contrary to the CIL Regulations). Refer to Planning Committee report para 6.39.

Warnham PC identify accident 'hot spots' and feel that improved crossing facilities in a number of locations as a consequence of the development would benefit the village. Liberty would be happy to have a planning condition requiring monitoring of these locations and the application of funds to improve crossings if subsequently shown to be appropriate.

Liberty Property Trust UK Limited
The Control Tower, 29 Liberty Square, Kings Hill, West Malling, Kent ME19 4RG
+44 (0)1732 870375 | [libertyproperty.com](https://www.libertyproperty.com)

Railway station:

As stated in the Committee Report at paragraph 6.41, the railway station does not form part of the outline application, however the safeguarding of land for a station is included and the s106 Heads of Terms will detail this.

It should be noted that there were no objections from Network Rail.

Community Infrastructure

There were references to 'shortfalls within the s106' and misunderstandings from many Councillors about what is included in the s106 Heads of terms.

To be clear;

Education:

There was a suggestion that the secondary school was in the wrong location. This presumably refers back to pre-public examination opinion when the decision to locate the secondary school at North Horsham was debated at length. The location of a school on the North Horsham site is identified in Policy SD8 of the HDPF, and therefore its delivery on this site is a key concept in the policy framework for North Horsham.

The location of the secondary school campus on the North Horsham site was discussed at length with the WSCC Education team and the original location further to the east was amended to that as now shown on the HDPF Concept Masterplan.

The more central location adjacent to Ruser Road, whilst being fully policy compliant, will allow for early delivery within the first phase of development and is appropriate for ease of access to both existing and future residents. The desire from WSCC is to have the school operational by September 2020 and any further delay will jeopardise this objective.

Medical Centre:

The s106 heads of Terms refer to a Medical Centre to be provided on site of at least 2000 sqm or a financial contribution. Liberty have allowed for the requested contribution in the viability assessment.

We have an expression of interest from a local practice and have allocated a site for a new medical centre, however we cannot progress further without outline planning consent.

Community Hall & Policing:

The s106 heads of Terms refer to a Community Centre to be built to a minimum size and to an agreed specification. Liberty have agreed to this.

Sussex Police have requested a contribution towards policing which Liberty have agreed to and we will explore the provision of a multi-functional room within the Community Hall which can be used as a base for community policing / PCSO's.

Liberty Property Trust UK Limited
The Control Tower, 29 Liberty Square, Kings Hill, West Malling, Kent ME19 4RG
+44 (0)1732 870375 | libertyproperty.com

Construction Impacts

Noise & Air Quality:

There was a concern raised that the existing residential properties on the southern side of the A264 would suffer from increased noise levels and a request for a condition requiring acoustic fencing was made.

Environmental Statement Chapter 16 - Noise & Vibration states at paragraph 16.7.15 that in relation to the existing dwellings:

The results of the assessment show that the increase in noise levels due to road traffic would be classed as negligible for all existing noise sensitive receptors and no mitigation measures are considered necessary.

Notwithstanding this, at the various public events, these concerns were raised by a number of residents south of the A264. In response, we have allowed within the viability cost plan at line 6.10 for acoustic fencing to the south of the A264 in a number of locations between Langhurstwood Road and Moorhead roundabout totalling 1400m.

6.10	Noise Mitigation South of A264 (acoustic fence)	Langhurst Wood to Moorhead roundabout 1400 m @ £ 350/m
-------------	--	--

Ancient Woodland:

All concerns have been fully addressed. HDC have included condition 33 to prevent an access road being constructed through Bush Copse.

Ecology:

All concerns have been fully addressed. HDC have included numerous conditions to ensure appropriate surveys, management plans and mitigation measures come forward with the Reserved Matters applications. The Council’s Ecologist raises no objection to the scheme, subject to the imposition of these conditions.

Utilities:

Initial capacity assessments have been undertaken by Southern Water, Southern Gas Networks, UK Power Networks and BT Openreach, all of whom have identified the need for off-site reinforcement to their strategic networks. These allowances have been identified in the submitted *Preliminary Foul Sewerage and Utilities Assessment* and included in the viability cost plan.

Sewage:

The following extracts from the *Preliminary Foul Sewerage and Utilities Assessment* identify the need for significant off-site reinforcement works:

6.2.2 Southern Water’s capacity study states that reinforcement of the existing sewers will be required in two locations. The first requires the existing 400mm ø sewer (to the north of Channells Brook and east of Pondtail Road) to be increased to a 525mm ø sewer over a length of 122m. The 900mm ø sewer (located in Kingfisher Way and Old Millmeads) will also have to be upgraded to an 1800mm ø sewer over a length of 540m. In addition to these sewer reinforcements, flow controls will also have to be replaced to control the release of increased foul flows generated by the development.


Liberty Property Trust UK Limited
The Control Tower, 29 Liberty Square, Kings Hill, West Malling, Kent ME19 4RG
+44 (0)1732 870375 | **libertyproperty.com**

6.2.3 Following completion of upgrades to the existing network, connection can be made to the sewer in Pondtail Road (manhole reference 6704). A new sewer will need to be constructed from the southern site boundary to this manhole over a length of approximately 1km.

These are major works to upgrade the SW network including the local treatment plant to ensure the accommodation of the sewerage from the proposed development, which any developer would be obliged to undertake as is the case for Liberty on this project.

We trust the above clarifies that the points raised at committee have been adequately addressed within the submitted outline application and remain committed to ensure that the development at North Horsham will be of the highest quality that we will all be proud of.

Yours sincerely



Derek Lloyd
Associate Director – Development

Liberty Property Trust UK Limited
The Control Tower, 29 Liberty Square, Kings Hill, West Malling, Kent ME19 4RG
+44 (0)1732 870375 | [libertyproperty.com](https://www.libertyproperty.com)