

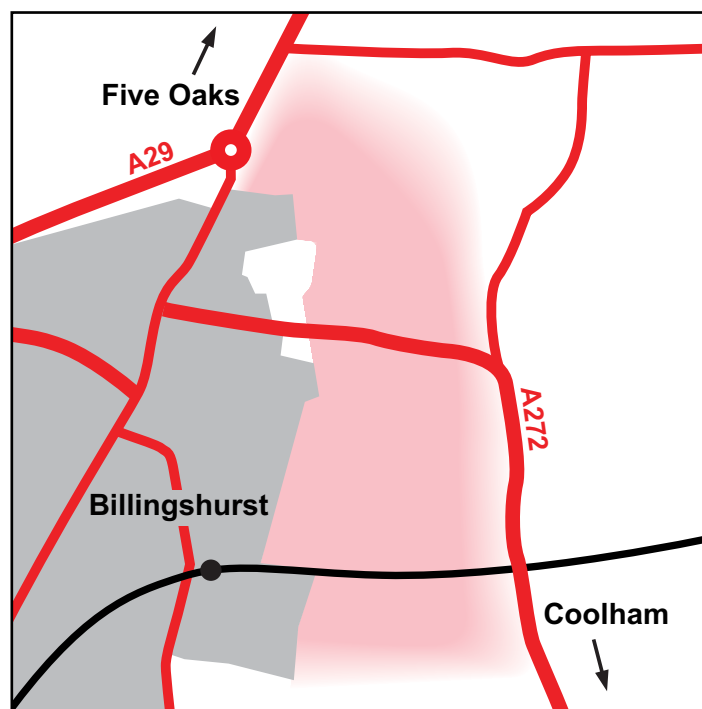


**HORSHAM DISTRICT
LOCAL DEVELOPMENT FRAMEWORK
TO 2026**

**Leading change in partnership to 2026 and beyond
Core Strategy Review Consultation Document**

**Key Delivery Stakeholder Position
Statement**

**Strategic Site Option 7:
East of Billingshurst**



September 2009



**Appraisal of Potential Strategic Development Site Option 7: East of Billingshurst
Key Delivery Stakeholder Position Statement
Background Document to the Core Strategy Review Consultation Document**

1 Key Delivery Stakeholder Position Statement

- 1.1 The Horsham District Core Strategy sets out a framework for planning the future of the District, including how the District Council intends to meet the Governments requirements for development. The existing Core Strategy covers the period to 2018, but the Council now needs to review the Core Strategy and look even further ahead in light of the South East Plan being approved.
- 1.2 The first stage of the review process is the consultation document 'Leading Change in Partnership to 2026 and Beyond', which sets out some of the key issues in planning the future of the District and options for how they can be addressed and how the Council's development requirements can be met. A number of potential strategic development sites are identified and this Key Stakeholder Position Statement Background Document sets out information on one of those sites.
- 1.3 This Key Stakeholder Position Statement Background Document has been prepared to inform the Core Strategy Review Consultation Document and to share the information the Council has received on the potential strategic development sites. The Position Statements are the outcome of the consultation work and discussions undertaken to date by the Council with key delivery stakeholders.
- 1.4 This Background Document forms part of the evidence base that informs the consultation on the Core Strategy Review Consultation Document 'Leading change in partnership to 2026 and beyond'.



Appraisal of Potential Strategic Development Site Option 7: East of Billingshurst Background Document to the Core Strategy Review Consultation Document

EDF

Consultation Stage	Respondent/Rep No.	Name of Respondent	Date
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Having reviewed previous correspondence and representations to the Council by EDF, records indicate that EDF has not previously made comments on this general area. Dialogue between the Council and EDF is ongoing to establish the key issues relating to this aspect of the site.

Gatwick Airport Ltd

Consultation Stage	Respondent/Rep No.	Name of Respondent	Date
CSR Position Statement		Amanda Purdye	15/04/09

Land East of Billingshurst is 21.5km South West from the Aerodrome Reference Point (ARP) of Gatwick Airport.

The only concern GAL would have with these sites is with regard to proposed wind turbines. If turbines are proposed early consultation is required as turbines have the ability to impact on the safe operation of aircraft through interference with aviation radar. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7 'Wind Turbines & Aviation'.

Highways Agency

Consultation Stage	Respondent/Rep No.	Name of Respondent	Date
CSR Position Statement	-	Peter Minshull	30/04/09

While the HA have not provided statements on the potential development sites at Southwater, Billingshurst and Pulborough they are concerned over the cumulative impact of all development within Horsham DC on the trunk road particularly given the large size of proposed and potential development sites close to the trunk road. The HA would wish to consider this cumulative impact as part of the review of the modelling referred to above. If it is determined that development at any of these three sites has a material impact on the trunk road then the HA would expect the developer to make a proportionate contribution to any improvements to the trunk road. Irrespective of any material impact that may be identified the HA would, in line with Government policy, look for significant sustainable travel initiatives with each of these developments that could also address the level of car-based travel from existing development.

Metrobus

Consultation Stage	Respondent/Rep No.	Name of Respondent	Date
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Having reviewed previous correspondence and representations to the Council by Metrobus, records indicate that Metrobus has not previously made comments on this general area. Dialogue between the Council and Metrobus is ongoing to establish the key issues relating to this aspect of the site.



**Appraisal of Potential Strategic Development Site Option 7: East of Billingshurst
Background Document to the Core Strategy Review Consultation Document**

Network Rail

Consultation Stage	Respondent/Rep No.	Name of Respondent	Date
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Having reviewed previous correspondence and representations to the Council by Network Rail, records indicate that Network Rail has not previously made comments on this general area. Dialogue between the Council and Network Rail is ongoing to establish the key issues relating to this aspect of the site.

Scotia Gas

Consultation Stage	Respondent/Rep No.	Name of Respondent	Date
CSR Position Statement	-	David Munro	01/06/09

SGN advises that in general they can provide gas to any location that is required, be it through reinforcing an existing network or creating a new network by extending medium/intermediate pressure tiers. Urban Extensions would be able to link into existing supplies relatively easily, this would either require network reinforcement work or adding an additional governor to boost pressures/capacity. This would be the cheapest/quickest option.

Specific sites have to be assessed individually through SGN connections process to determine who bears the cost of reinforcement. Each project is analysed and costed on an individual basis, and each of them can have all sorts of different connotations (such as reinforcement, both chargeable and non-chargeable) that will be dependant on the scale and location of the project / site. Have a look at www.scotiagasnetworks.co.uk, in particular the sections of "Customer" and "Gas Connections". That should give a bit more information of the types of services that SGN provide.

If the information is captured in the local plan or LDF, SGN can incorporate that into our strategic design. SGN can then plan reinforcements etc that are required so that if the sites do become live through the connections process SGN have a contingency in place to deal with any capacity issues.

Southern Water

Consultation Stage	Respondent/Rep No.	Name of Respondent	Date
General Meeting	-	Chris Kneale	14/04/08
Reserve Housing Sites Preferred Options	RHSPO331	David Sims	17/07/08
Reserve Housing Sites Preferred Options	RHSPO336	David Sims	17/07/08
CSR Position Statement		Chris Kneale	07/04/09

Southern Water supplies water and wastewater services to this area.

Water – there is no fundamental reason why this site would not be suitable for development. Major off site mains reinforcements will be required and the development may contribute to the need for additional resources. We will look to the developer to requisition a connection under Section 41 of the Water Industry Act (1991) to a point where adequate capacity exists as advised by Southern Water.

Sewerage – there is no sewer capacity to accommodate the proposed development and the developer will need to requisition a connection to the nearest point of capacity, as specified by Southern Water.



Appraisal of Potential Strategic Development Site Option 7: East of Billingshurst Background Document to the Core Strategy Review Consultation Document

Billingshurst wastewater treatment works (WTW) has headroom within the existing consent for up to 400 additional dwellings, subject to the extension of the existing treatment capacity. Development of 1,750 dwellings would require consent from the Environment Agency for a 60% increase in the volume of effluent discharged. HDC are advised to check with the EA that there are no environmental constraints in the receiving water that might lead them to object to this.

Thames Water

Consultation Stage	Respondent/Rep No.	Name of Respondent	Date
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This site is outside of the Thames Water catchment area.

WSCC

Education (Children and Young People's Services)

The capability of The Weald School to expand on its current site is severely limited and the need for new pupil places given that the school is currently at capacity and trends indicate that this will continue and will have to be met elsewhere. The strategy of adjustment of the Weald's catchment in favour of a Southwater secondary provides a way forward but the balance of children arising from the new Billingshurst housing may not be able to be fully compensated by the pupils numbers 'lost' by the catchment adjustment. This position could be further exacerbated by development in Pulborough. Given the current move to amalgamate Billingshurst infant and primary there is little scope for expansion of these schools and a new primary of 1- 1.5 form of entry would be required within the new housing.

Library Service

At Billingshurst the existing library could cope with some additional population increase. At Crawley a new purpose build main library was opened in the latter part of 2008.

Wastes Management Services

The Billingshurst and Pulborough potential locations are within the catchment of the Household Waste Recycling Site (HWRS) at Billingshurst. At this time the Billingshurst HWRS would have the capacity to cope with this additional development. However, with the uncertainties in timing of these developments we would like to reserve the right to review this when date and quantum become clearer.

Highways and Transport

All of the following major development proposals would have to be subject to comprehensive Transport Assessments in accordance with national guidance provided by PPG13, the DfT/DCLG (March 2007) Guidelines for Transport Assessment and the West Sussex County Council Transport Methodology June 2007. Extensive transport modelling work or financial contributions to access existing transport models is also likely to be required.

This is a large peripheral site on the east side of Billingshurst. Potential links to the strategic road network from the A29 and A272. No immediate vehicular or cycle/pedestrian links to Billingshurst mainline railway station but possible opportunity to provide new cycle/pedestrian links. The station has short platforms which restricts access for passengers and can lead to

lengthy delays at the railway crossing. The recently constructed A29 Billingshurst western bypass has taken a high proportion of traffic away from the town centre, but there are still significant issues associated with through traffic using the A272. There was previously a



Appraisal of Potential Strategic Development Site Option 7: East of Billingshurst Background Document to the Core Strategy Review Consultation Document

longstanding approved scheme for an A272 Billingshurst north-eastern bypass but this was rescinded a few years ago. There are a number of constraints on the A272; the existing humped back railway bridge (width and alignment), Coolham Crossroads (accidents and traffic speeds), Buck Barn Crossroads (capacity and queuing) and A272 general (accidents). Need to establish impact of development on Pulborough. Road safety issues at the junction of New Road with the A29 to the north of the site. Bus services to and from the town are reasonably good but there are no services that run within the town itself.

Likely transport infrastructure requirements are:

- The provision of a North-Eastern Relief Road (to include the A272 railway bridge) to take A272 traffic around Billingshurst and away from the town centre. A reduction in traffic through the town centre would improve cycle and pedestrian safety, the retail environment and air quality. The new development would primarily have to be accessed from the new Relief Road to deter short-cutting through the town but would also need to provide excellent cycle and footpath links to shops, schools, the station and other local facilities.
- The possible introduction of new/improved bus services (including bus gateways where appropriate) to serve the development to include Real Time Passenger Information (RTPI) at bus stops and within new dwellings.
- A contribution towards the improvement of facilities at Billingshurst station in association with the new rail franchisee's station travel plan, including the refurbishment of the railway station area, realignment of the level crossing, improved bus/rail interchange etc.
- The introduction of further speed reducing measures in West Street and the High Street (using the Home Zone philosophy) to create a low speed environment and to deter short cutting traffic.
- Improve the cycle route network and safety of footpaths and cycle paths in Billingshurst and with the surrounding communities, to include secure cycle storage areas.
- Residential and commercial travel plans to emphasise transport choices and reduce dependence on the private car.
- A possible car club to reduce car ownership levels.
- Investigate the closure of the New Road/A29 junction and realign into new North-Eastern Relief Road.
- A financial contribution towards speed management at Coolham Crossroads and the Buck Barn Crossroads grade-separated junction scheme.
- A possible financial contribution towards improving road safety on the A29 in Pulborough to the south (to mitigate traffic impact).

English Heritage

Consultation Stage	Respondent/Rep No.	Name of Respondent	Date
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Having reviewed previous correspondence and representations to the Council by English Heritage, records indicate that English Heritage have not previously made comments on this general area. Dialogue between the Council and English Heritage is ongoing to establish the key issues relating to this aspect of the site.

Environment Agency

Consultation Stage	Respondent/Rep No.	Name of Respondent	Date
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A 'formal' Position Statement is being produced by the EA, but in the meantime they have provided the following information regarding the East of Billingshurst.



Appraisal of Potential Strategic Development Site Option 7: East of Billingshurst Background Document to the Core Strategy Review Consultation Document

Flood Risk

There are known problems with surface water flooding in this location where surface water sewers are unable to cope. There is also a history of flooding associated with the Par Brook which crosses the site (a designated main river). The flood zone associated with the Par Brook would need further investigation. There are other minor watercourses and ponds on site.

Groundwater / Contaminated Land

There are no known contamination issues for this area, except for a historic landfill Wood Dale Lane (TQ 09737 26017) which accepted household, commercial and inert wastes between 1960 and 1965. It is unknown whether there are any problems relating to leachate or landfill gas.

There are a number of discharge consents in the area. Any new development must not add to the number of discharges to ground.

There may be the potential for infilled areas of land which have not been previously identified, these are likely to relate to small brickwork or sandstone quarries.

Water Resource / Quality

There is limited volumetric capacity available at Billingshurst WWTW under the terms of the current Discharge consent. Major development would require enlarging and/or upgrading the works with a tightening of the consent conditions. Under the draft River Basin Management Plan the waterbody (which includes the Par Brook (which receives the effluent from Billingshurst WWTW) and the River Arun) is currently at Moderate status (the limiting factors are: Poor for the proposed phosphate limit, Moderate for invertebrates & Moderate for the presence of tributyltin.)

Biodiversity

Upper Arun SSSI

The watercourse running through the potential development site is a tributary of the River Arun, which in this location is designated as a SSSI (Upper Arun). The River is designated for its outstanding assemblage of dragonflies, including some rare species (Clubtailed Dragonfly and the Brilliant Emerald). This SSSI and the species it supports are particularly vulnerable to deterioration in water quality and in the past the SSSI has been impacted and declined as a result of water quality problems. These have been addressed by improvements at the Horsham Sewage treatment works, but illustrate the sensitivity of the site and species to changes in water quality.

Consequently if the land at Billingshurst is allocated as a potential development site, appropriate surface water management will be necessary to ensure drainage does not impact upon the water quality of the River Arun or the Upper Arun SSSI. This is in keeping with the Core Strategy policy CP2. In particular the sewage treatment works at Billingshurst may need improving in order to sustain water quality in this catchment.

Water harvesting and sustainable urban drainage (SuDS) should be incorporated into any development proposal as well as swales and green roofs that attain large amounts of rainfall on a site. Green infrastructure should be incorporated into design, examples of which can be found in our developers guide available on our website.

GIS screening of the development site (phase one habitat mapping) indicates that much of the land within the development area is improved grassland. The Par Brook (tributary of the Arun) and the many ponds on site would need to be protected as they provide important



Appraisal of Potential Strategic Development Site Option 7: East of Billingshurst Background Document to the Core Strategy Review Consultation Document

wildlife and Biodiversity Action Plan habitats and have the potential to support a number of protected species, although specific records do not exist on our GIS layer.

Within the allocated area there appear to be records of a number of protected species which would need to be considered in any future development. Further survey would be necessary to establish current populations and to assess the possible impact of development in this area and whether it could be delivered without harm to the environment.

Within the allocation there are records of the following protected species; grass snake, slow worm, dormice, brown long eared and pipistrelle bats. Natural England should be consulted regarding these species.

Water framework directive

The watercourse that runs through the bottom of the site is not identified as a waterbody in WFD, but is a tributary of the Arun

- Proposed development should address the potential impacts on water resources, water quality, biodiversity, river restoration, green infrastructure, surface water management and flood risk.
- The highest code level for sustainable homes should be adopted.
- SuDS should be incorporated into the development to aid biodiversity as well as drainage.

Natural England

Consultation Stage	Respondent/Rep No.	Name of Respondent	Date
CSR Position Statement	-	Sue Beale	15/04/09

Daux/Rosier ancient woodland is directly to the south of the potential development area to the east of Billingshurst. Local authorities have a vital role in ensuring its conservation, in particular through the planning system. Local authorities have an obligation to protect ancient woodland from damage or loss by development particularly those under PPS9.

Natural England have recently issued standing advice on ancient woodland which aims to help local authorities meet their obligations and assist in the assessment of the possible effects of development, the advice can be found at: http://www.naturalengland.org.uk/regions/south_east/ourwork/standingadvice/default.aspx

SE Coast Strategic Health Authority

Consultation Stage	Respondent/Rep No.	Name of Respondent	Date
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Having reviewed previous correspondence and representations to the Council by the SE Coast Strategic Health Authority, records indicate that the SE Coast Strategic Health Authority has not previously made comments on this general area. Dialogue between the Council and the SE Coast Strategic Health Authority is ongoing to establish the key issues relating to this aspect of the site.

Surrey & Sussex Healthcare NHS Trust

Consultation Stage	Respondent/Rep No.	Name of Respondent	Date
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Appraisal of Potential Strategic Development Site Option 7: East of Billingshurst Background Document to the Core Strategy Review Consultation Document

Having reviewed previous correspondence and representations to the Council by SE Coast Strategic Health Authority, records indicate that SE Coast Strategic Health Authority has not previously made comments on this general area. Dialogue between the Council and SE Coast Strategic Health Authority is ongoing to establish the key issues relating to this aspect of the site.

Sussex Police

Consultation Stage	Respondent/Rep No.	Name of Respondent	Date
CSR Position Statement	-	CI Steve Biglands	01/06/09

The growth that is suggested is of sufficient magnitude for it to have an effect on the policing requirement of the District. In order to minimise this, can Sussex Police be involved at all states so that the potential impact can be mitigated and planned for.

West Sussex Primary Care Trust (WS PCT)

Consultation Stage	Respondent/Rep No.	Name of Respondent	Date
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Having reviewed previous correspondence and representations to the Council by the WS PCT, records indicate that the WS PCT has not previously made comments on this general area. Dialogue between the Council and the WS PCT is ongoing to establish the key issues relating to this aspect of the site.