Phase A.1 of development at North West Sector, Meath Green Lane, Horley. Surrey

Planning Statement

July 2015
Phase A.1 of development at North West Sector, Meath Green Lane, Horley. Surrey

Planning Statement

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1.0 INTRODUCTION

1.1 This Planning Statement has been prepared by Barton Willmore on behalf of the Horley North West Sector Consortium, a Consortium of developers consisting of Crest Nicholson, Fabrica by A2Dominion, Charles Church and Taylor Wimpey, referred to henceforth as “The Applicant”. This Planning Statement is prepared in support of a Reserved Matters application for the development of Phase A.1 of the North West Sector.

1.2 The Description of Development is:

“Reserved Matters application for Phase A.1 of development at North West Horley (access, appearance, landscaping, layout and scale) pursuant to 04/02120/OUT for the construction of Western Access Road from A217, comprising A217 roundabout and associated earthworks, drainage and lighting.”

1.3 This planning statement demonstrates that the proposed development accords with the provisions of the outline planning permission. It also provides a detailed description of the proposed works, and reviews the extent to which the proposals comply with the National Planning Policy Framework, Planning Practice Guidance and Local Planning Policy through a review of the relevant documents and guidance.

Documents and Drawings

1.4 This planning statement identifies why planning permission should be granted for the scheme, provides an overview of the Reserved Matters application and directs the reader to other submitted material where further information can be found.

Overview of Phase A.1

1.5 The outline planning permission (P/04/02120/OUT) established the principle of developing the site to create a comprehensive mixed use development comprising approximately 1510 dwellings, neighbourhood centre, primary school, recreation and open space uses (including the creation of the Riverside Green Chain), plus associated infrastructure and access roads linking the development to A23 and A217.
2.0 THE SITE AND ITS CONTEXT

The Site and Surroundings

2.1 Horley North West Sector (The ‘NW Sector’) is located on the north western edge of the town of Horley. The NW Sector is located approximately 600m to the east of the A217 Reigate Road and approximately 650m to the west of the A23 Bonehurst Road. New access roads formed part of the Outline application and will link the residential and mixed-use components of the NW Sector to these existing roads. The NW Sector is bisected by Meath Green Lane and is approximately 99 hectares in area.

Planning History

2.2 The relevant planning application history is set out below:

- 04/02120/OUT. Outline planning application. Approved with Conditions 02 December 2014. “Comprehensive mixed use development to comprise housing (approx 1510 dwellings), neighbourhood centre, primary school, recreation and open space uses, plus associated infrastructure and access roads linking the development to A23 and A217.”

- 04/02120/NMAMD1. Non-material amendment to Outline planning permission. Approved 09 June 2015. “Non-material amendment to alter the phasing of the first phase, provide a single shared footway along the access road and rationalise other plans referred to.”

2.3 The principle of the western access road is therefore subject to outline consent through this permission, and the route of this access road has been established through this consent.

2.4 A non-material minor amendment was submitted earlier this year in order to alter the development phasing on the site, this amendment was granted planning permission under ref: 04/02120/NMAMD1. This permission allowed for the alteration of the first phase (Phase A) of the development to be separated into 2No. phases, Phases A.1 and Phases A.2. This amendment allows the Western Access Road onto the A217 to be a separate Phase and is covered under Phase A.1. This amendment allows for development of the Western Access Road to commence prior to the Reserved Matters approval of up to 600 dwellings within the remainder of Phase A (Phase A.2), and prior to the associated discharge of conditions for the residential component of this phase.
2.5 This non-material minor amendment also allowed alterations to the access road to provide a single shared footway and cycleway of 3m in width to the southern side of the access road, this is in lieu of a footpath on both sides of the road but of a narrower width which was originally approved under the outline planning permission. This amendment also included a flood compensation area to offset the development of bridge embankments within the floodplain. These amendments required the rationalisation of other plans. A number of drawings approved through the outline application were subsequently superseded through the granting of this non-material minor amendment, the following plans are therefore the approved plans:

- Drawing No. 3332_102 Rev D: Phasing Plan;
- Drawing No. 0053-GA-01 Rev C: Wildlife Mitigation Plan;
- Drawing No. 0053-GA-03 Rev D: River Mole Crossing General Arrangement;
- Drawing No. 0053-GA-05 Rev B: General Arrangement and Long Section; and
- Drawing No. 0053-SK-02 Rev H: Proposed Shared Cycle Facility;

The Proposed Scheme

2.6 The Western Access Road will cross an area of undeveloped farm land from the west of the Site. The road will allow traffic to travel from the existing highway of the A217 to the site itself, via a roundabout on the A217 and proposed bridge which crosses the River Mole.

2.7 The Western Access Road is a 6.75m wide 2-way carriageway with a layout design speed of 40mph. A 3m wide combined footway and cycleway is proposed to the south of the carriageway. The Access Road has been designed in consultation with Surrey County Council and comprises fully landscaped bunds, similar in style to a ‘devon bank’ and beyond the carriageway edge. These vary in proportion to a maximum width of 5 metres and maximum height of 1.1 metres and act as a soft measure to interrupt long distance views and naturally encourage reduced vehicle speeds;

2.8 Ditches to the north and south of the Access Road are proposed to carry surface water run-off from the Access Road, via gullies. Surface water will then be discharged into the River Mole via a flow control device restricting flow rates to greenfield rates (5 l/s).

2.9 A Floodplain Compensation Area is included in the application to offset the reduction in floodplain that would otherwise occur from the construction of the Western Access Road and bridge embankments in the floodplain. The Floodplain Compensation Area has also been modelled to provide floodplain compensation for development associated with the temporary
haul road and temporary bridge. Full details of the floodplain compensation area have already been approved under application reference 15/00686/F, however details are re-submitted under this application as they are a requirement of Condition 07 of the Outline application.

2.10 In response to the existing character, the approach in designing the Western Access Road has been to seek to change the rural character as little as possible. Whilst the Access Road will inevitably have significant engineered elements, the landscape scheme of hedges, trees and woodland blocks in native species will, as the planting matures, help to screen the engineered features and, to a significant degree, the vehicles using the road and will thus integrate the Access Road into the landscape.

2.11 Other provisions include:

- Field access tracks to allow for private access;
- Specialist fencing to ensure livestock, badgers and otters cannot access the road from nearby fields;
- Lighting at the A217 Roundabout. A lighting assessment is submitted with the application accordingly;
- Crossing point across the Western Access Road to provide safe access for users of Public Right of Way 412;

2.12 The preliminary design of the permanent bridge is currently subject to Approval in Principle from Surrey County Council and therefore planning details will be submitted separately in due course pursuant to Condition 09.

**Consultation and Engagement**

2.13 Pre-application meetings have been held with the Council over many years in relation to the wider scheme. The proposal has evolved through pre-application discussions with the Borough and County Councils as per the recommendations of Paragraph 188 of the National Planning Policy Framework.
3.0 PLANNING POLICY

3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that where the development plan includes relevant policies, decisions must be made in accordance with the policies of the plan, unless material considerations indicate otherwise. The National Planning Policy Framework and Planning Practice Guidance are therefore key material considerations.

3.2 This chapter sets out the planning policy context for the development proposals. It reviews relevant policies contained within the Development Plan, which consists of the following documents:

- Reigate and Banstead Local Plan: Core Strategy, adopted July 2014;
- Saved policies contained in the Reigate and Banstead Borough Local Plan, adopted 2005

3.3 Policy Hr24 refers to the requirement for new roads and junction improvements that will be necessary for the North West Sector development. This policy states that the allocated major housing sites are such that they could not be accessed through the adjacent network of residential roads. Accordingly, there is a need to connect them direct to the main road network. The Policy identifies that for the North West Sector an access road from the A23 and the A217 together with junction improvements into Land at Meath Green Lane, Horley will be necessary.

3.4 The Horley Design Guide refers to Access Roads at paragraph 3.55. This states that such roads will be designed with a 40mph design speed and have a 6.75m wide carriageway.

The NPPF sets at the heart of the planning system the presumption in favour of sustainable development. The NPPF does not change the statutory status of the development plan as the starting point for decision making. Therefore to achieve sustainable development the NPPF directs (paragraph 14) that decision takers should approve development proposals where they accord with the development plan ‘without delay’.
4.0 ASSESSMENT OF THE PROPOSED DEVELOPMENT

4.1 This section of the report sets out the assessment of the proposed development against the planning policy context.

**Principle of development**

4.2 The principle of development within Phase A.1 was established by the outline consent, which includes the provision of the Western Access Road, including a roundabout from the A217. This first Phase plays an essential role in bringing forward the necessary infrastructure required to create this sustainable urban extension to Horley.

**Design and Built form**

4.3 Policy Hr24 sets out the requirement of an access road that will connect the development at North West Sector directly to the main road network. The proposed access road will provide a direct link to the A217 and in this regard complies with this section of this policy.

4.4 This policy states that where new roads and junction improvements are to be provided they should be available as soon as the first houses are occupied. In addition, the policy advises that at least one of the access roads junctions with the ‘A’ roads must be constructed before any other works commence so that no construction traffic uses the local residential road network. The proposed access road will be constructed prior to the occupation of the first houses on site and will therefore comply with this section of Policy Hr24.

4.5 The Horley Design Guide refers to Access roads at paragraph 3.55. This sets out the design principles including appropriate speed limits along these roads, carriageway widths, and appropriate foot and cycle ways to be incorporated into the design. This Design Guide states that the access road should generally be designed with a 6.75m wide carriageway, and that appropriate foot and cycle ways should be incorporated into the design. Plans have been submitted in support of this application with detailed designs of the junction and the Western Access Road, and a shared foot and cycle way which is provided on the southern side of the Western Access Road. As such it is considered that the design of the Western Access Road is in accordance with the requirements set out in the Design Guide.
**Flooding and Drainage Considerations**

4.6 A drainage technical note has been submitted in support of this application. This note sets out the surface water drainage strategy for the access road and identifies that the drainage strategy for the access road has been developed to take into account the existing drainage ditches and river. To control surface water run-off and discharge rates into the existing watercourse, discharge for approximately 5/6ths of the access road will be directed into proposed new ditches before it is discharged into existing water courses. The approach accords with the previously submitted Surface Water and SuDS Design Statement, which sets out the principles for the whole of the North West Sector.

**Landscaping**

4.7 The approach to designing the Western Access Road has been to seek to change the rural character of this area as little as possible. The landscape scheme proposed is such that hedges, trees and woodland blocks help to integrate the Western Access Road into the landscape.
5.0 CONCLUSION

5.1 The proposed development represents the first phase of the wider North West Sector development. This first Phase plays an essential role in bringing forward the necessary infrastructure required to create this sustainable urban extension to Horley.

5.2 The Reserved Matters application is supported by technical documentation that demonstrates that impacts arising from the proposal can be satisfactorily mitigated.

5.3 The proposal accords with the Development Plan and it is considered that there are no material considerations to direct refusal. The proposal complies with the parameters set by the outline planning consent and the scheme positively responds to national planning policy guidance set out in the NPPF and PPG.

5.4 Section 38(6) of the Planning & Compulsory Purchase Act 2004 (the “2004 Act”) confirms that planning applications should be determined in accordance with the Development Plan unless material circumstances dictate otherwise.

5.5 Given the above, it is considered that the proposal represents sustainable development. As such, and in accordance with paragraph 14 of the NPPF the proposal benefits from a presumption in favour and should be approved without delay. On this basis, we respectfully request that the application is approved.