

**NORTH HORSHAM PARISH COUNCIL  
PLANNING, ENVIRONMENT AND TRANSPORT COMMITTEE  
THURSDAY 24<sup>TH</sup> JANUARY 2019 at 7.30pm  
AT ROFFEY MILLENNIUM HALL**

**CLERK'S REPORT TO BE READ IN CONJUNCTION WITH THE AGENDA**  
**Numbers relate to those on the agenda.**

**1. Public Forum**

The Public Forum will last for a period of up to 15 minutes during which members of the public may put questions to the Council or draw attention to relevant matters relating to the business on the agenda. Each speaker is limited to 3 minutes. Business of the meeting will start immediately following the public forum or at 7.45pm whichever is the earlier.

**3. Declaration of Interests**

Members are advised to consider the agenda for the meeting and determine in advance if they may have a Personal, Prejudicial or a Disclosable Pecuniary Interest in any of the agenda items. If a Member decides they do have a declarable interest, they are reminded that the interest and the nature of the interest must be declared at the commencement of the consideration of the agenda item; or when the interest becomes apparent to them. Details of the interest will be included in the Minutes.

Where a Member has a Prejudicial Interest (which is not a Disclosable Pecuniary Interest), Members are reminded that they must now withdraw from the meeting chamber after making representations or asking questions.

If the interest is a Disclosable Pecuniary Interest, Members are reminded that they must take no part in the discussions of the item at all; or participate in any voting; and must withdraw from the meeting chamber; unless they have received a dispensation.

**5. Chairman's Announcements**

(a) Following a request forwarded by WSCC, one of the Parish Council Tree Wardens has completed an on-line assessment of urban canopy cover for Roffey North, Roffey South, Holbrook West and Holbrook East. See Tree Wardens' report:

**Urban Canopy Cover survey – January 2019**

	<b>Sample</b>	<b>Tree</b>	<b>Non-Tree</b>	<b>Estimated share of Parish</b>
Holbrook East	500	26.9%	73.1%	13.0%
Holbrook West	500	40.8%	59.2%	61.0%
Roffey North	500	19.4%	80.6%	13.0%
Roffey South	500	21.4%	78.6%	13.0%
Total	2000	33.7%	66.3%	
UK average		17.8%		

Holbrook West and Roffey South both include areas that are not part of the Parish (e.g. part of Rookwood Golf Course) as District Ward boundaries have been used. These two wards also both include areas that are currently countryside, not urban. This countryside includes a fair amount of woodland, which is inflating the overall Tree cover percentage. It is probably under 30% for the true Urban areas. Regardless of this, the cover is well above the national average. The Holbrook Tree percentages are higher than Roffey, which reflects the retention/planting of a number of Tree 'Corridors' in the more recently developed areas. The results will be uploaded by the Forestry Research Group to the following site:

<http://forestry.maps.arcgis.com/apps/webappviewer/index.html?id=d8c253ab17e1412586d9774d1a09fa07>

(b) West Sussex County (WSCC) Councillor Andrew Baldwin notified NHPC he had concerns for the green space at Farhalls Crescent. There were reports from residents vehicles are being parked on the grass verges where it subsequently has been damaged. WSCC Highway Engineer has written a letter to all houses facing the green open space regarding the issue. See letter attached.

(c) WSCC have responded regarding the footpath from Coney Croft to Crawley Road stating a new order will be made and advertised. Notification of this will be sent to NHPC. This is planned to be published the week commencing 28<sup>th</sup> January 2019.

## **6. DC/18/2687 - Former Novartis Site Parsonage Road**

Attached is the final response to DC/18/2687 – Outline planning application for the erection of up to 300 dwellings (C3) including the conversion of existing offices (buildings 3 and 36) up to 25,000sqm of employment (B1) floorspaces and provision of 618sqm of flexible commercial/community space (A1 A2 A3 D1 (Creche) use classes) within the ground floor of converted building 36. Improvements to existing pedestrian and vehicular accesses from Parsonage Road and Wimblehurst Road, new cycle and pedestrian accesses from Parsonage Road, together with associated parking and landscaping. All matters reserved except for access. The Parish Council considered this application at their meeting on the 10<sup>th</sup> January 2019 and agreed that the Clerk would put together a submission to HDC using the comments from the meeting and key issues raised in residents' objections. The draft response was circulated to Councillors for comment before the final submission and the purpose of this agenda item is to ratify the response.

## **7. Appeal against WSCC/015/18/NH Wealden Brickworks – Energy from Waste Facility (Incinerator)**

Cllr F. Haigh, Cllr D Searle and Cllr R Turner met on 15<sup>th</sup> January 2019 and offer the following as a basis for a response to the appeal against the decision made by WSCC not to allow a Recycling, Recovery and Renewable Energy and Ancillary Infrastructure at the former Wealden Brickworks, Langhurstwood Road, Planning Application submitted by Britaniacrest Recycling Ltd (WSCC/062/16/NH).

The Parish Council objects to the appeal on the same grounds as were stated in the letter to West Sussex County Council (WSCC) dated 6<sup>th</sup> February 2017. However, since then Horsham District Council (HDC) has approved a planning application for residential, community and business land use on a site adjacent to the proposed waste facility and Gatwick Airport has put forward plans for development. The Department of Environment, Food and Rural Affairs (DEFRA) has published its Clean Air Strategy and the National Planning Policy Framework (NPPF) has been revised.

1. The land on which the proposed Incinerator is to be sited was allocated for “waste use” in Horsham District’s Local Plan in 2007. As a result, in 2014, the site was included in the WSCC Waste Local Plan. Subsequently in 2017 HDC approved a plan for 2,750 dwellings, a senior school and two primary schools, community facilities and a business park on land adjacent to an area that had clearly been identified by both Councils for processing waste and where the prevailing south westerly winds would take emissions, smells and any other airborne particles directly overhead. Between the two Councils the community of North Horsham parish has been badly let down.
2. The Parish Council question the need for an incinerator for commercial and industrial waste originating from West Sussex when the waste facility currently on the site has the capacity to receive 230,000 tonnes of waste per annum, but the total tonnage processed was significantly lower at 132,375 tonnes in 2018. It would make commercial sense to run the operation to capacity, but that implies that commercial and industrial waste will come from areas outside of West Sussex.
3. Increasing the capacity of the waste facility has knock on effects in terms of emissions and air quality. The planning application doesn’t seek to increase the traffic movements currently allowed to and from the site. Currently there is permission for a maximum of 142 HGVs entering/leaving the site each weekday and 70 HGVs entering/leaving the site on Saturdays. This makes a total allowance of 79,132 per year. In 2018 there were 36,278 movements which is less than half those than can be allowed. When at capacity the impact of lorries in terms of noise and emissions will be significantly increased. DEFRA, in its Clean Air Strategy 2018 reminds us that “particulate emissions from non-exhaust sources produced as a result of the friction required for breaking and maintaining traction on the road are harmful to human health and the environment. It is also a source of microplastics in the ocean.” The effects of emissions from diesel engines on air quality are equally of concern.

The development north of the A264 and other developments being built in and around Horsham will significantly impact on the level of traffic using the local road network, especially the major roads leading towards to the site. Plans to signalise major road junctions will slow down traffic and cause vehicles to

queue. The cumulative effect of additional traffic on air quality hasn't been taken into consideration.

Permission has been given to re-route traffic from the A264 to Langhurstwood Road though an area of new housing on the north of Horsham development. This potentially means up to 142 HGVs every week day and 70 HGVs on a Saturday passing through a residential area to a roundabout which then joins to Langhurstwood Road. Whilst the masterplan design for the new housing development shows trees along the route, this will not reduce the noise and smell from HGVs accessing and exiting the site.

In the mid 1990s West Sussex County Council and British Airports Authority had a moratorium on the building of a second runway at Gatwick until after 2019. The recent Gatwick Masterplan consultation ended in January 2019 to coincide with this date. The Gatwick Masterplan contains several options for development and expansion of the airport to enable more air traffic movements. The Parish Council had no objection to this, recognising that development provides employment for local people. However, the Parish Council had previously expressed concern that no consideration had been given to the effect that air traffic movements may have on the emissions from the incinerator chimney. Turbulence created by aircraft may drive the fine particulate emissions from the chimney down to the ground. Increased air traffic movements will exacerbate this issue. The Parish Council continues to recommend that a study be commissioned to seek professional advice on the effects of turbulence created by passing aircraft on the emissions.

The Parish Council has been advised that to accommodate a facility of this type requires a site of 4 hectares. The site on Langhurstwood Road is 3.8 hectares and therefore falls short of the recommended footprint.

In conclusion, North Horsham Parish Council considers that the application contravenes the environmental ethos of sustainable development outlined in the revised NPPF 2018 also WSWLP (2014) Policy W12 and Policy W19. An incinerator running at full capacity would have serious implications in terms of vehicle congestion, a deterioration of air quality in and around Horsham and especially on the residents and children living and going to school on the new development north of Horsham.

The incinerator has generated considerable interest from residents of North Horsham and our neighbouring parishes and therefore North Horsham Parish Council requests that the Inquiry is heard at a venue of substance close to Horsham where there is sufficient capacity where those who want to attend to do so comfortably.

## **8. Dog waste – Littlehaven Lane**

A resident reported a large quantity of dog waste seen on a regular basis in Littlehaven Lane, due to the fact there are no dog bins located nearby.

## **9. Gas works on Crawley Road**

There is concern that the local businesses have lost trade because of Crawley Road being closed as a result of gas works which started in July 2018 and are set to continue until late February 2019. Not only have businesses suffered, but there has been disruption to the bus service for a considerable length of time which has caused inconvenience and hardship to some parts of the community, residents have been inconvenienced for a lot longer than was originally stated and the traffic displaced from Crawley Road has caused nuisance to residents living in the surrounding residential areas.

## **10. Draft Strategic Housing, Economic and Land Availability Assessment (SHELAA) Housing Land Report**

HDC has responded to North Horsham Parish Council regarding the draft SHELAA Housing Land Report. HDC responded to each site individually, the response has been circulated to the committee.

*The Chairman may have to seek the agreement of the Committee to exclude the Press and Public from the meeting during some of this item in accordance with the Public Bodies (Admission to Meetings) Act 1960, s1, as some of the content may be commercially sensitive.*

## **11. Consultations**

### **Heathrow Future Airspace and Operations**

Heathrow are seeking feedback on how they:

- Plan to redesign the airspace around Heathrow;
- Will operate their three runways in the future, if approval is granted for Heathrow expansion;
- Can make better use of their two existing runways.

The consultation period runs from 8<sup>th</sup> January 2019 until 4<sup>th</sup> March 2019. Visit [www.heathrowconsultation.com](http://www.heathrowconsultation.com) to find out more about the consultation.

## **12. Planning Appeals**

<b>REASONS FOR APPEAL</b>	Refused permission to vary or remove a condition(s).
<b>APPLICATION REFERENCE</b>	DC/18/0055
<b>WARD</b>	Roffey North
<b>APPLICATION</b>	Variation of Conditions 4 and 7 to previously approved DC/11/1660

<b>SITE</b>	Enterprise House 80 Lambs Farm Road
<b>PC COMMENTS</b>	No objection. However, the Committee reiterated its view regarding concerns of the potential nuisance from cooking smells and would like reassurance that the ventilation system is adequate and working at maximum capacity to reduce unwanted odours.
<b>APPEAL DECISION</b>	<b>LODGED</b>



West Sussex County Council  
Broadbridge Heath Depot  
Worthing Road  
Broadbridge Heath  
Horsham  
West Sussex  
RH12 3LZ  
9<sup>th</sup> January 2019

FARHALLS CRESCENT  
HORSHAM  
RH12 4BU

**Damage/Obstruction of grassed verges – Sections 131 & 137 of The Highways Act 1980**

Dear Owner/Occupier,

It has come to the attention of West Sussex County Council, as the Local Highway Authority, that vehicles are being driven/parked on the grassed verge outside of your property. These actions are in contravention of The Highway Act 1980 - Sections 131 & 137, which refer to the damage/obstruction of the public highway.

Please note that this legislation also allows penalties for any damages to be served to the culprit, and that if the damage/obstructions as aforementioned cause any injury or damage to highway users or their assets, the culprit may be liable for any resulting claims.

Your assistance in ensuring that the highway is kept safe and clear is sought after, and I ask that you take this into consideration when parking your vehicle in the future.

If you would like to discuss any of the matters raised in this letter you may contact me via the West Sussex County Council contact centre on 01243 642105 or at the above address. I look forward to your anticipated co-operation in resolving this matter.

Yours faithfully

[REDACTED]  
Highway Engineer



# North Horsham Parish Council

Roffey Millennium Hall,  
Crawley Road, Horsham,  
West Sussex, RH12 4DT

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Mr J Hawkes  
Planning Application Case Officer  
Horsham District Council  
Parkside  
Chart Way  
North Street  
Horsham  
West Sussex  
RH12 1RL

14<sup>th</sup> January 2019

Dear Sir/Madam,

I write on behalf of North Horsham Parish Council in response to outline planning application DC/18/2687 – for the erection of up to 300 dwellings (C3) including the conversion of existing offices (buildings 3 and 36) up to 25,000sqm of employment (B1) floorspaces and provision of 618sqm of flexible commercial/community space (A1, A2, A3, D1(Creche) use classes) within the ground floor of converted building 36. Improvements to existing pedestrian and vehicular accesses from Parsonage Road and Wimblehurst Road, new cycle and pedestrian accesses from Parsonage Road, together with associated parking and landscaping. All matters reserved except for access.

The Parish Council considered this application at their meeting on 10<sup>th</sup> January 2019 and there was no objection, in principle, to the mixed use for housing and business on the site. In fact, the Parish Council supports the development of the site to provide homes and employment for local residents and in particular the commitment to 35% affordable housing on the site. The Parish Council also supports keeping and converting the locally listed building to use for residential purposes with some associated retail activity.

Parish Councillors have read with interest, comments submitted from other local organisations and residents and agrees that there is merit in some of the arguments that have been raised.

## Access to the site

The Parish Council considers that there has not been sufficient assessment on the impact of additional vehicles on the road systems around the site, or how this impacts the wider area of Horsham. For example, it was disappointing to note that the junction of Richmond Road and Wimblehurst Road had not been reviewed in the Transport Assessment, as traffic, including buses, turning out of that junction are hampered by poor sightlines. Traffic turning into the junction can be restricted if there are cars waiting to turn out, as the junction is relatively narrow. As this is one of the major pedestrian access from the north of Horsham to Collyer's sixth form college, there is the additional hazard of those on foot crossing the road. The difficulty of access to and from Richmond Road is likely to be exacerbated by additional vehicle movements along Wimblehurst Road.

The access through the old gateway onto the site to and from Wimblehurst Road is marked as a primary route for the development, but the Parish Council considers that the impact of an access so close to the North Heath Lane/ Wimblehurst Road/ Parsonage Road junction (referred to as Junction C in the planning documents) would be detrimental to the flow of traffic in the area and pose a danger to vehicles turning from Parsonage Road to travel along Wimblehurst Road and to vehicles turning from the new development to travel north. As indicated previously, this is also a major pedestrian route between the northern side of Horsham and Collyer's sixth form college.

The junction of North Heath Lane and Blenheim Road has also been omitted from the Transport Assessment for reasons that have not been made clear. Blenheim Road leads to a significantly wider road network and its close proximity to Junction C will inevitably lead to issues when vehicles are trying to exit onto North Heath Lane, especially when they are turning right to go towards Wimblehurst Road. Similarly, vehicles turning into Blenheim Road will potentially hold up traffic travelling towards Junction C. There are other residential side roads between Junction C and Coltsfoot Drive that lead onto North Heath Lane and that will similarly be impacted by the installation of traffic lights at Junction C. Chennells Way and Heath Way lead to a wider road network. Gorse End, Allcard Close and North Heath Close have fewer houses. All the side roads leading onto North Heath Lane are relatively close together and all have relatively restricted sight lines. The ability to exit and enter these roads safely will be significantly affected by increased traffic that results from the proposed development.

Additional traffic queuing along Wimblehurst Road, North Heath Lane and Parsonage Road is likely to have a damaging effect on air quality from pollutants and the queues will impact on the numerous buses that travel along Wimblehurst Road and then North Heath Lane. With the development north of Horsham, the number of buses could increase. There are currently bus stops very close to Junction C on North Heath Lane. These are currently well used and as they are likely to be the main bus stops for the Horsham Enterprise Park, there will be a larger number of passengers, meaning that the bus will stop for longer. Buses stopping at both bus stops already cause traffic to queue. At peak times when there are more vehicle movements associated with the Parsonage Road development the flow of traffic will be badly affected.

The Transport Assessment has not looked at the potential impact of additional vehicles coming from the large development agreed for the north of the A264, the development on Jackdaw Lane and other significant development around Horsham and the additional strain this will put on the roads leading to and from the Horsham Enterprise Park. Residents will want assurance that there are no unacceptable levels of congestion when all of the significant development in the area has been taken account of.

#### Car Parking

The Parish Council has serious concerns that the amount of parking on the site will not be adequate and this will lead to displacement in neighbouring residential areas.

#### Level crossing

The Parish Council supports the installation of full barriers at the level crossing on Parsonage Road to protect those crossing the railway line, especially those on foot, however, the way that it is operated should minimise delays for traffic using Parsonage Road to avoid the build up of traffic and the resulting pollution from emissions.

#### Pedestrian bridge link

The Parish Council supports the installation of a footbridge over the railway line to link more conveniently to the railway station and the town centre. Making the railway station more accessible may encourage more people who come from outside the area to commute by public transport.

Avenue of trees from Wimblehurst Road.

The Parish Council was pleased to note that the avenue of trees from Wimblehurst Road to the locally listed building are being retained and protected as they add to the character of the area and promote a positive street scene.

Yours sincerely

Pauline Whitehead BA(Hons) FSLCC  
Clerk to the Council