


REQUEST TO ADOPT A NEW ROAD**PROPOSED SECTION 38 AGREEMENT (HIGHWAYS ACT 1980)****HORLEY NORTH WEST SECTOR**

Planning Application Reference:	RE/ 04/02120
Developer	Horley North West Sector Consortium
Site Address:	Horley North West Sector
Brief Description of Works (including the number of units which are to be served):	<p>Comprehensive mixed use development to comprise housing (approx. 1,510 dwellings), neighbourhood centre, primary school, recreation and open space uses, plus associated infrastructure and access roads linking the development to the A23 and A217.</p> <p>The development was given a resolution to grant, subject to a S106 Agreement being signed, in 2007. However it only now that the S106 agreement has been agreed. The application documents have been updated to reflect any policy changes since this time.</p> <p>It is proposed that the link roads, estate roads and the interlinking footways/ cycle ways for the Horley North West Sector be adopted as public highway under Section 38 of the Highways Act (1980) - as envisaged and agreed as part of the Horley Masterplan – and as is being done as part of the Horley Northeast Sector.</p>
Total Length of Road to be adopted:	Unknown
List of Attached Documents:	<ul style="list-style-type: none"> - Resolution to Grant Committee Report - Site Location Plan / Masterplan

Based on the information provided, as Cabinet Member, I *give consent/ I do not give consent* for the highway layout to be adopted in line with Surrey County Council's current Road Adoption Policy. Transportation Development Control *may/ may not* instruct Legal Services to prepare a Section 38 Agreement on behalf of Surrey County Council and the Developer.

Signed :

Date:

 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	19 December 2007
	REPORT OF:	HEAD OF BUILDING AND DEVELOPMENT SERVICES
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AGENDA ITEM:	4	WARD: Horley West

APPLICATION NUMBERS:	(a) P/04/02120/OUT (b) P/06/00934/OUT	RECEIVED:	(a) 6 November 2004 (b) 16 May 2006
APPLICANT:	(a) Horley North West Consortium (b) Persimmon Homes Ltd	AGENT:	Boyer Planning Ltd
LOCATION:	LAND AT MEATH GREEN (NORTH WEST SECTOR), HORLEY		
DESCRIPTIONS:	<p>P/04/0212/OUT: comprehensive mixed use development to comprise housing (approx. 1,510 dwellings), neighbourhood centre, primary school, recreation and open space uses, plus associated infrastructure and access roads linking the development to the A23 and A217</p> <p>P/06/00934/OUT: residential and associated development as part of the comprehensive North West Sector scheme</p>		
DRAWING NUMBERS:	See schedule at appendix 1		

SUMMARY

These applications propose a new neighbourhood and associated facilities on a site that is designated as an allocated housing site (policy Hr14) in the Borough Local Plan. A suite of policies in chapter 14 of the Borough Local Plan (the 'Horley Master Plan') seek to ensure that the development of Horley occurs in a comprehensive and sustainable manner, which benefits the existing and future community.

Application P/04/02120/OUT covers the large majority of the allocated housing neighbourhood site (proposing 1510 out of the allocated 1570 housing units in the North West Sector) and application P/06/00934/OUT relates to a small part, known as 'The Croft' that was not controlled by the development consortium when the first application was submitted. Five small remaining parts are in separate ownership, but are covered by the Development Framework submitted with the current

applications, to ensure that there would be a comprehensive approach to development of the whole of the North West Sector.

The applications are submitted in outline with only the means of access to be determined at this stage on the larger application. Given the size of the combined sites and the desire to achieve a comprehensive, sustainable development as required by the Horley Master Plan, the applications are supported by a Design Statement (incorporating a Framework Plan), which would act as a guide to the future development of the site including the necessary reserved matters applications. The Design Statement follows the approach established in the Horley Design Guide Supplementary Planning Document and Surrey Design.

With the illustrative material referred to above, I am satisfied that the applications would meet the aspirations set out in the Horley Master Plan for development of the site in terms of density, access arrangements, transport requirements, housing requirements, neighbourhood services, and infrastructure contributions. These can be secured by way of a legal agreement and appropriate planning conditions. In addition, it is recognised that the size of the housing allocation would lead to a substantial demand on other services and facilities in Horley. A package of financial and development contributions would be secured with these planning applications to provide new services or aid in the expansion and improvement of existing facilities.

One of the key issues in Horley is the need to minimise flood risk both to the proposed site - which is close to the flood plains of the River Mole and the Burstow Stream - and also to existing development downstream of the site. The proposal has been critically tested and amended to ensure that houses would be built above anticipated flood levels (including provision for climate change) and that surface water drainage from the sector could be satisfactorily stored in times of heavy rainfall and managed to minimise the risk of flooding, in a way that addresses water quality, landscape and recreational objectives of the Local Plan.

Issues relating to an oil pipeline running beneath the site have been overcome by the applicant agreeing to divert the pipeline around the western boundary of the development area.

RECOMMENDATION

Subject to:

The prior completion (within six months of the date of the date of resolution, or such longer period as may be agreed by the Head of Building & Development Services) of all documentation required to create a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure:

- Public Transport infrastructure - including a Fastway bus service to the housing site, provision and maintenance of a real time bus information

system (with information boards and computerised terminals), a contribution towards the provision of bus/rail interchange facilities, and a contribution towards public transport publicity;

- Pedestrian and cycling infrastructure - including the provision of a cycle and pedestrian network linking the site to Horley town centre, local schools and the wider cycle and footpath network;
- New roads and junctions - including new link roads to the A217 Reigate Road and A23 Brighton Road, a traffic light controlled junction on the A23, a roundabout junction on the A217, modification of the junction between the link roads and Meath Green Lane, traffic calming on Meath Green Lane, offsite junction improvements and the cost of implementing speed limits, waiting restrictions and maintenance for the new traffic signals;
- Recreation and Leisure infrastructure - including the provision of: 12 Local Areas for Play (LAPs), four Local Equipped Areas for Play (LEAPs), one Neighbourhood Equipped Area for Play (NEAP), one1 kick about area, one Multi Use Games Area (MUGA) and contribution towards their maintenance, allotments totalling 1.35 hectares, a contribution towards a leisure centre, and a contribution towards a town park;
- Riverside Green Chain - 29 hectares of land for informal recreation and leisure, and a contribution towards maintenance;
- Education Facilities - including the provision of a site and buildings for a one form entry primary school on site, and a contribution towards secondary and post school education;
- Community Facilities - neighbourhood centre including a community hall, site for a faith group, medical centre, nursery, pub/restaurant, convenience store and small shops, commercial floorspace, CCTV, three recycling centres, a contributions towards day centre, library, community information centre and youth facility;
- Affordable Housing - 25% of units, with a mix of dwelling sizes and types to meet the housing needs of the Borough including an extra care scheme adjacent to the neighbourhood centre; and
- Payment of the Council's legal costs for drafting this obligation.

outline planning permission be **GRANTED** for:

Application P/04/02120/OUT subject to conditions set out in appendix 4; and

Application P/06/00934/OUT subject to conditions set out in appendix 5.

Consultations:

See appendix 2.

Representations:

Extensive notification to 469 neighbouring properties was sent on 14 September 2004, 11 May 2006, 28 September 2007 (04/02120/OUT), and 25 May 2006 (06/00934/OUT); site notices were posted on 23 September 2004 (04/02120/OUT) and 30 May 2006 (06/00934/OUT) and an advertisement placed in the local press on 23 September 2004 (04/02120/OUT).

120 responses from 102 different addresses have been received in total on both applications.

A summary of the main issues raised is set out in appendix 3.

In addition to the statutory notification carried out above, the applicants have held two public exhibitions in July 2004 and June 2006, the first of which was attended by some 450 members of the public. A summary of the responses received at the first meeting is included in a document submitted with the application.

1.0 Site and Character Appraisal

- 1.1 The combined areas of the two applications comprise some 94 hectares and lie on the north western edge of Horley. The earlier application under 04/02120/OUT forms the main substantive development proposal. The later application under 06/00934/OUT adds a small parcel of land adjacent to The Croft on Meath Green Lane, which was acquired after submission of the earlier application. For the purposes of this report the land covered by the two applications is considered as a single site.
- 1.2 The site covers all the land within the allocated housing land under policy Hr14, other than for five small parcels of land, which remain in private ownership. These are shown on the application site drawing.
- 1.3 Approximately 600 metres to the west of the site is the A217 Reigate Road, and approximately 650 metres to the east is the A23 Brighton Road. Bounding the south eastern edge of the site are post-war residential estates, and to the south west is the town's sewage treatment works. Around the outer boundaries of the site is open countryside used mainly for grazing, with small fields bounded by hedges interspersed with small woodland copses. This land forms part of the flood plain to the River Mole and Burstow Stream, which lie to the west and north respectively.

- 1.4 Land falling within the site is mainly agricultural grazing land, with three farms and a number of houses interspersed within or surrounded by it. Meath Green Lane is an unclassified rural road running through the centre of the site and skirting part of the northern boundary, along which there are a number of houses. Two of the farms surrounded by the site, Landens Farm and Cheswick Farm, contain grade II listed farmhouses with associated curtilage buildings. There are other listed buildings situated beyond the boundaries of the site.
- 1.5 The site is identified in the Horley Design Guide Supplementary Planning Document (SPD) as being situated in the Wealden clay vale, underlain by river terrace deposits, an extensive area of generally flat open landscape. The character of the area is a low lying, undulating farmed landscape of small fields separated by hedgerows with rivers, streams and ditches providing drainage for the heavy clay soils. The character of the Weald means that there are no hills to provide local features or landmarks and generally the area now lacks extensive woodland, although small woodland copses, woodland shaws between fields, and hedgerow trees maintain a distinctive character to the area. These, together with historic farm building complexes, punctuate the landscape and form its strongest visual features.
- 1.6 Within the Wealden landscape, Horley developed as a town originally based around the railway station on the London to Brighton line, and more recently with a number of modern housing estates principally on its northern and western sides and with strong economic links to Gatwick Airport. Historic building styles depended on local materials of timber framing with tiled roofs, tile hanging and the early use of brick gave way to imported building materials of brick and slate brought in by rail, and later mass produced bricks and concrete tiles for the more modern housing estates.
- 1.7 A detailed landscape and visual assessment has been submitted as part of the Environmental Statement.

2.0 Relevant History

- 2.1 There is none on the application sites; however, on the North East Sector, the following permissions have been granted:
- 2.2 04/01778/OUT Neighbourhood of 600 dwellings; a primary school; community hall; a local centre plus car parking; link road; access roads and bus only access; formal and informal open space areas; and infrastructure works including re-profiling of part of the site Granted subject to legal agreement 22 September 2006

2.3	04/02486/F	Infrastructure application associated with phases one & two comprising: (a) construction of the link road including a new roundabout junctions; (b) ground re-profiling works; and (c) construction of a temporary construction route and a temporary bridge over the Burstow stream	Granted 2 December 2005
2.4	04/01778/RM1	Spine road and swales to facilitate residential development of phase one	Granted 2 October 2007
2.5	06/01778/RM2	Reserved matters application for 252 homes	Approved 28 November 2007

3.0 Proposal and Design Approach

- 3.1 These are both outline applications with all matters reserved for later approval other than the means of access to the larger of the two sites. Reserved matters comprise: layout, scale, appearance, and landscaping. Details of all these reserved aspects of the proposal would have to be submitted to the Authority for approval, and are likely to come forward as a series of phases in due course. A phasing plan is included in the Design Statement submitted with application 04/0212/OUT.
- 3.2 The proposed development would include 1,510 houses of mixed size and tenure. These and the associated built facilities would be located in the main body of the site extending from the existing built up edge of Horley. The northern and western edges of the site would provide recreational facilities and informal open space.
- 3.3 The 1,510 houses would include 378 affordable units (25% of total) of which approximately 227 are intended to be social rented units (15% of total), 75 would be shared ownership (5%) and 75 would be available at a discounted market value (5%). The Council's Housing Development Manager is in discussion with the developers to provide an extra care housing scheme, adjacent to the neighbourhood centre, which would be included within the totals above. The size of the affordable units would reflect housing needs in the area, and include a range of one and two-bedroom flats and one to four-bedroom houses. Details of tenures and unit sizes would be secured through the Section 106 Agreement. Locations for the affordable housing would be an issue for the reserved matters, but would be distributed through the site in

clusters of not more than 18 affordable units in any one location and not more than 12 social rented units in any one location.

- 3.4 In order to provide a sustainable community the proposal would include a neighbourhood centre, a site for a faith group, and a one-form entry primary school. The neighbourhood centre would be designed to accommodate a medical centre, a pub/restaurant, three to six small shops, a nursery, and 1,000 square metres of commercial floorspace. CCTV coverage would be funded as part of the package of measures secured under a S106 agreement.
- 3.5 Two new link roads would access the site. To the west, a link road would connect with the A217 Reigate Road involving the construction of a roundabout junction between Horseshoe and Moat farms. To the east, a link road would connect with the A23 Brighton Road via a new signal controlled junction just north of the junction with Cross Oak Lane (which will give access to the North East Sector). The new link roads would serve the western and eastern parts of the sector respectively, and would link with the main internal spine route running through the centre of the site, providing local access to the neighbourhood centre and housing allocation.
- 3.6 Meath Green Lane would continue to run north-south through the site. To avoid undesirable rat running, the crossing point with the new spine road would be designed to prevent left and right turn movements into or out of the Lane. A new junction with Meath Green Lane at the southern end of the site would enable access for a Fastway bus service to link the sector and town centre. This junction would be controlled by a bus gate.
- 3.7 The site would include a drainage system including detention basins, permeable paving and drains. The design of the system has been amended to adopt the principles of sustainable drainage, intended to capture surface water and control its flow into the River Mole and Burstow Stream, and improve water quality through natural filtration. The detention basins have also been redesigned to improve their contribution towards informal recreation and the landscape.
- 3.8 An oil pipeline runs through the northern and western parts of the site. The pipeline places physical and legal restraints on development within proximity of the pipeline alignment, which would constrain achieving the best solution for layout and drainage on the site. The applicants have therefore accepted that the pipeline should be diverted around the western periphery of the site.
- 3.7 The Design Statement indicates that the proposal would include measures to ensure energy efficiency and sustainable design. This would include a proportion of energy generated from renewable sources. Details of how this would be incorporated into the scheme would be a matter for the reserved matters applications.

3.8 In addition to plans defining the extent of the development site, a constraints plan, and assessment plans showing the location of different land uses and indicative building heights, information has been submitted on the following subjects:

- The design of new eastern and western link roads, the traffic signal controlled junction to A23, and the Meath Green Lane crossing
- An Environmental Statement (as amended) covering the following issues:
 - Landscape and visual assessment
 - Ecology
 - Ground conditions and contamination
 - Water resources and drainage
 - Cultural heritage and archaeology
 - Land use/soils
 - Recreation/community resources
 - Transport
 - Air quality
 - Noise and vibration
 - Services and utilities
- A Flood Risk Assessment and Drainage Strategy
- A Transport Assessment Report
- A Design Statement, including:
 - Local distinctiveness
 - Development framework
 - Masterplan design principles

3.9 The applicant is also willing to enter into a Section 106 legal agreement offering the following benefits:

- Highway works – the construction of new access roads from the A217 and the A23, including junction improvements and traffic calming to Meath Green Lane;
- Public transport – contributions towards infrastructure improvements and operating costs to provide a Fastway bus service linking the North West Sector to Horley town centre and surrounds; contributions to other public transport improvements including Horley railway station;
- Pedestrian and cycling routes – on-site pedestrian and cycle network; contributions to a comprehensive cycle and pedestrian network linking the development to Horley town centre and key services such as Oakwood School and neighbouring areas;
- Affordable housing – 25% of new dwellings; mix of tenures and housing types to be delivered proportionately within each phase; includes an extra-care scheme adjacent to the neighbourhood centre;

- Neighbourhood centre - a community hall, nursery, a site for church/faith group, a medical centre, a site for a pub/restaurant, a convenience store and three to six smaller shops, 1,000 square metres of commercial floorspace; CCTV provision;
- Education - primary school site and contribution; contributions towards secondary and post-16 education;
- Community facilities - contributions towards library, community information centre and youth facility;
- Day centre provision - a contribution towards a day centre;
- Leisure Centre - a contribution towards capital and maintenance costs for a leisure centre for Horley;
- Town park - a contribution towards the acquisition, fit out and maintenance of sports pitch provision off site (with land reserved within the site for sports pitch provision if the town park is not secured);
- Riverside green chain - 29 hectares of land for informal recreation and a contribution towards future maintenance;
- Play space - 12 Local Areas for Play, four Local Equipped Areas for Play, a Neighbourhood Equipped Area for Play, a Multi-use Games Area, a kickabout area; a contribution towards future maintenance;
- Allotments - two allotment sites totalling 1.35 hectares; a contribution towards future maintenance; and
- Recycling - three recycling bring sites.

3.10 Further details of the development are as follows:

Site area	98.2 hectares (04/02120/OUT) 0.7 hectares (06/00934/OUT)
Existing use	Mainly agricultural land
Proposed use	Mixed use but predominantly residential comprising: <ul style="list-style-type: none"> • 1,510 dwellings (Class C3) • Primary school (Class D2) • Neighbourhood centre (retail (Classes A1-A5) and community (Classes D1-D2)) • Open space (recreational) • Commercial (Class B1)
Number of affordable units	378 units
Proposed site density	37 dwellings per hectare

4.0 Policy Context

4.1 Local Plan Designations

Allocated Housing Site
Riverside Green Chain (in Rural Surrounds of Horley)
Rural Surrounds of Horley
Site for Neighbourhood Centre in Horley
Site for Primary School in Horley
Site for Public Open Space
Sites for Allotments in Horley
Spine Cycle Route in Horley
Indicative 1 in 100 Flood Event (Riverside Green Chain)
Highway Scheme (new access road through Green Belt to A217 and A23)
Junction Improvements (A217 and A23)
Traffic Management Measures (junction of new spine roads and Meath Green Lane)
High Quality Bus Route in Horley
Existing and Proposed Local Nature Reserves

4.2 Surrey Structure Plan 2004

The Location of Development	LO1, LO4, LO6
Sustaining the Environment	SE1, SE2, SE3, SE4, SE5, SE6, SE7, SE8, SE9, SE10
Infrastructure & Development Needs	DN1, DN2, DN3, DN4, DN5, DN6, DN10, DN11, DN12, DN13, DN16

4.3 Reigate & Banstead Borough Local Plan 2005

Landscape & Nature Conservation	Pc2E, Pc2G, Pc4, Pc5, Pc6
Heritage Sites	Pc9, Pc 10
Housing	Ho2, Ho3, Ho9, Ho9A, Ho13, Ho14, Ho16
Shopping	Sh1, Sh2, Sh10
Recreation	Re2, Re3, Re5, Re6, Re7, Re8
Community Facilities	Cf2, Cf3, Cf5
Utilities	Ut1, Ut3, Ut4
Movement	Mo1, Mo4, Mo5, Mo6, Mo7, Mo9, Mo12, Mo13
Horley Master Plan	Hr1, Hr2, Hr2A, Hr2B, Hr3, Hr14, Hr20, Hr21, Hr23, Hr24, Hr33, Hr35, Hr36, Hr38, Hr39, Hr41

4.4 Other Material Considerations

Planning Policy Statements/Guidance	PPS1, PPG2, PPS3, PPS6, PPS7, PPS9, PPG15, PPG16, PPS22, PPG24, PPS25
Supplementary Planning Guidance/Documents	Surrey Design Local Distinctiveness Design Guide A Parking Strategy for Surrey Parking Standards for Development Affordable Housing Outdoor Playing Space Provision Horley Design Guide SPD Horley Flood Risk Development Brief Horley Infrastructure Provision SPD
Other	Human Rights Act 1998 Regional Policy Guidance for the South East South East Plan Inspectors' Report By Design Urban Design Compendium Manual for Streets

5.0 Principal Issues

- 5.1 These are outline planning applications, with all matters reserved other than for the means of access for the larger application. With the exception of the principle of development on the site, and the design of the road links and new junctions, all other detailed considerations of layout, scale, appearance and landscaping would be subject to future consideration by the Authority as part of one or more submissions of reserved matters. Issues relating to the reserved matters are therefore not for determination as part of these applications, but can be controlled at a later stage where necessary through the imposition of conditions on any approval of reserved matters. However, it is necessary to have an understanding of how some of those issues can be addressed, hence the illustrative material.
- 5.2 In addition to the means of access, one of the key issues for development in Horley is that of flood risk and drainage. Having regard to the importance of this issue, particularly as the development site lies close to areas known to flood, further information was required as part of the application submissions on the surface water drainage strategy and the design of the attenuation basins.
- 5.3 With these considerations in mind, the main issues to examine are:
- Compliance with the Horley Master Plan
 - Housing requirements
 - Means of access

- Flood risk and drainage

Compliance with the Horley Master Plan

- 5.4 The long-term plan for the expansion for Horley is often referred to as the Horley Master Plan. The main guiding principles underpinning this are contained in Chapter 14 of the Reigate & Banstead Local Plan 2005. The introduction to Chapter 14 makes it clear that the purpose of the Horley Master Plan is not just to identify the locations for the strategic housing allocation of 2,600 houses required by the Surrey Structure Plans of 1994 and 2004, but also to be comprehensive and plan for the future of the new communities for the long term. The Local Plan includes a suite of policies that establish the planning and infrastructure requirements for the increased level of housing:
- Public Transport (policies Hr 21 and Hr 22)
 - Pedestrian and cycling routes (policy Hr23)
 - New roads and junctions (policy Hr24)
 - Recreation and Leisure (policies Hr33, Hr34 and Hr35)
 - Riverside Green Chain (policy Hr38)
 - Education (policies Hr39 and Hr 40)
 - Community Facilities (policies Hr41 and Hr42A)
 - Affordable Housing (policy Ho2)
- 5.5 In addition to these policies, the Horley Master Plan also includes a range of supplementary documents that provide further detail, including the Horley Design Guide SPD, Horley Flood Risk Development Brief, and Horley Infrastructure Provision SPD. These documents are in addition to other published supplementary planning documents that apply to the whole of the Borough, including those for affordable housing and open space provision.
- 5.6 A third tier of supporting documents are those which the Local Plan requires to be prepared by developers as part of the master planning of the two large housing sites. These documents include a Framework Plan and an Environmental Statement, both of which have been produced in parallel to these applications, and whose contents are summarised in paragraph 3.8 above.
- 5.7 The applications cover almost all the North West Sector housing allocation. The size of the development is seen as essential to form the critical mass needed to deliver the planning policy aspirations. The planning applications have been assessed against these policies and supporting documents to ensure that the comprehensive approach to development, and the creation of a sustainable community in the long term, can be achieved.

- 5.8 All infrastructure aspirations set out in the relevant policies and supporting documents of the Horley Master Plan would be met by the current outline applications, either through the proposal itself or through contributions secured by way of the recommended Section 106 Agreement. The principal heads of terms are summarised in paragraph 3.9 above. Issues relating to reserved matters can be secured as part of later reserved matters applications or by the imposition of suitable conditions at the reserved matters applications stages.

Housing Requirements

- 5.9 Land at Meath Green Lane (the North West Sector) is identified on the Local Plan Proposals Map as an allocated housing site, whose development is subject to the policies specified above, and policy Hr14, which states:

Policy Hr14

Land at Meath Green Lane, Horley (NW Sector), as shown on the Proposals Map, is allocated for housing development. The following provisions will be required:

- (i) 1,570 units;*
- (ii) a minimum of 393 units of affordable housing, secured by appropriate arrangements; and*
- (iii) a minimum of 393 units of one and two bedroom units and a mix of other dwelling sizes*

The provision will be subject to phasing to be agreed as part of the Framework Plan.

- 5.10 Together the applications propose 1,510 housing units at a density of 37 dwellings per hectare. This accords with the aims of Development Plan policy Ho9A and PPS3 to make more efficient use of land when building housing. The density compares favourably with that of the North East Sector at 38 dwellings per hectare. The remaining balance of 60 units between the 1,510 proposed in the two applications and the housing allocation of 1,570 in policy Hr14 could be accommodated on the five small parcels of land which lie within the allocated site but outside the control of the applicants; or alternatively as part of a slightly denser scheme for one or more of the phases arising from this proposal. While that would require a separate detailed planning application, there may be advantages in this, for instance by incorporating an element of residential within the neighbourhood centre. Since either option is feasible (and it seems most unlikely that the owners of the remaining pockets would allow them to remain undeveloped), I am satisfied that the applications as submitted would not prejudice achieving the housing requirement set out in policy Hr14.

5.11

- 5.12 As required by policy Hr14 a Framework Plan has been submitted with the applications, incorporated within the Design Statement, which indicates the likely future form and layout of the development. This has been developed

from detailed analysis of the constraints and opportunities on the site, and an assessment of the wider context of Horley. It covers matters such as local distinctiveness, landscape and ecology, built form, energy efficiency and phasing. In accordance with policy Hr2B, the Framework Plan would be used to guide the more detailed layout of the site, ensuring a consistent approach to design throughout the sector. It is considered to be particularly important on this site where development is likely to be carried out by a variety of different companies.

- 5.13 The Framework Plan also identifies the location of key features including the neighbourhood centre, primary school and open space. The Framework Plan shows the typical circulation route for the site, including the proposed Fastway bus service. The Framework plan indicates that there would be a hierarchy of densities, with higher density development in the centre of the site and lower density at the edge. The assessment plans forming part of the applications comply with the indicative layout and densities described in the Framework Plan.

Means of Access

- 5.14 Means of access to the site would be achieved by new link roads from the A217 Reigate Road and A23 Brighton Road. This form of access accords with criterion (i) of policy Hr24 (new roads and junction improvements) and the indicative highway scheme shown on the Local Plan Proposals Map.
- 5.15 The junction to the A217 would be via a new roundabout sited between Horseshoe and Moat farms. This would involve removal of part of the hedgerow along the eastern side of the A217. The road would then run over open farmland, crossing the River Mole by a new bridge to the north western corner of the site. The junction to the A23 would be via a new signal-controlled junction with right turn lanes on both the A23 and new link road. The road would also run over open farmland, crossing the Burstow Stream by a new bridge to the north eastern corner of the site. It would require the removal of part of the fence and hedge line along the western side of the A23.
- 5.16 The alignments of both roads would avoid passing close to existing dwellings, and have been chosen to minimise impact on the countryside and maximise hedgerow retention. The type and design of junctions has been the subject of discussion and agreement between the applicants and Highway Authority. The design of the signal-controlled junction to the A23 in particular has taken account of the predicted additional traffic flows associated with the North East Sector development using the junction with Cross Oak Lane.
- 5.17 One issue relating to the means of access to the site has been how to design the junction of Meath Green Lane with the new access roads. It is necessary

to ensure north-south access along Meath Green Lane is maintained as a long-standing public highway, and also that east-west access is gained through the site to achieve permeability and also ensure that the Fastway bus route can access all parts of the scheme. However, it is also desirable to prevent easy access from one to the other to discourage rat running via Meath Green Lane and the new access roads. Following discussions between the applicants and the Highway Authority, a junction has been designed that would allow north-south and east-west movements, but would keep them separate by preventing left or right turning movements through the use of specially designed kerbs. The design of this junction forms part of the submitted access drawings and is acceptable to the Highway Authority.

5.18 The application is supported by a detailed transport assessment report, which assesses not only the impact of the current proposal but also its cumulative impact as part of the additional 2,600 houses proposed for Horley in the development plan. The assessment concludes that the proposed development can be accommodated on the existing local highway network provided that the planned improvements are carried out. Financial contributions have been secured both to localised traffic calming and highway improvement measures and to more remote (offsite) junctions. The Highway Authority has reviewed the traffic assessment and is satisfied that the transport model used in the assessment is robust in predicting current and future traffic flows in the surrounding area.

5.19 The Horley Master Plan seeks to integrate the new sector fully with the existing built up area of Horley, and achieve a 20% reduction in trips which would normally be undertaken by the private motor vehicle. This would be encouraged through a package of alternative forms of transport, which would be convenient to use, and by including local facilities in the sector. The package of transport measures would be funded by the development through the S106 agreement and would include:

- Fastway bus service – linking the sector to Horley town centre and the rest of the Fastway bus network. The intended route would be from the south via Meath Green Lane to a point at the southern end of the site, with access controlled by a bus gate, and then a circular route through the site, as indicated in the Framework Plan, with all parts of the development no further than 400 metres from a bus stop;
- Interchange facilities – contributions to the improvement of the bus and railway interchange facilities in Horley town centre at Horley Railway Station; and
- Cycle paths and pedestrian links – the Framework Plan shows that the site would have an integrated network of pedestrian and cycle routes within the site, which would link to an enhanced wider network.

- 5.20 Parking provision is not a matter for consideration as part of this outline application, although all reserved matters submissions would be expected to meet the Borough Council's adopted standards.

Flood Risk and Drainage

- 5.21 Extensive flood modelling was undertaken in the preparation of the Horley Master Plan to establish the boundaries of the allocated housing land. The flood modelling has been further refined through a more detailed flood risk assessment of the housing allocation as part of the Environmental Statement, as required by policy Hr2A.
- 5.22 In accordance with the guidance in PPS25 "Development and Flood Risk" and the Horley Flood Risk Development Brief, the area at risk from flooding with a probability of 1 in 100, adjusted by 20% to cater for the possible consequences of global warming has been identified. Strictly speaking, the 1 in 100 probability means there is a 1% risk of flooding in any year. The development area for new housing and other uses indicated in the Framework Plan and in the outline applications excludes all such land. As an additional safeguard, the ground floor slab levels of all buildings are intended to be built with a "freeboard" of a minimum of 0.5 metre above the 1:100 + 20% flood level. This approach accords with the advice of the Environment Agency.
- 5.23 Formation of the link roads and any localised raising of land associated with these works would be compensated for locally to ensure that there is no net loss of floodplain storage. This means that whenever something is placed within the flood plain, for example the bridges carrying the link roads over the River Mole and Burstow Stream, it would be accompanied by other works to store the floodwater otherwise displaced.
- 5.24 In addition to the above mentioned compensation works, the proposal is to include SUDS measures to ensure the proposed development will have no adverse effect on the frequency or duration of flooding on the floodplain.
- 5.25 To prevent surface water runoff from the development exacerbating flooding during a major flood event, the proposed surface water drainage system has been designed with attenuation capacity to hold and store surface water from the site for a minimum of 48 hours for up to a 1 in 100 + 20% flood event, plus a further 5% to cater for additional runoff from minor permitted development, such as extensions, patios, etc.
- 5.26 The drainage system would comprise a combination of permeable paving, filter drains and detention basins. The permeable paving and detention basins would store surface water runoff in a storm event and gradually

release the water at a measured rate no greater than the existing green field runoff rate.

- 5.27 As originally designed, the detention basins formed a series of elongated lagoons around the majority of the western and northern fringes of the development site. While these had sufficient storage capacity, I was concerned that they would appear as incongruous features in the landscape, limit easy access to the riverside green chain, and the conventionally piped remainder of the system failed to achieve the sustainable drainage approach advocated by the Horley Master Plan.
- 5.28 The applicants therefore undertook to redesign the surface water drainage, and I am pleased to report that in my judgement all of those concerns have been satisfactorily addressed. The detention basins would form larger irregularly shaped areas with gentler sloping sides and flat bottoms. These would integrate more readily into the intended landscape works allowing their use for informal recreation when dry in the same manner as the riverside green chain. For most of the time they would be dry features, with only part of the bottom of the basins containing water, designed as wetland areas. Much larger gaps between the detention basins would allow easier access to the riverside green chain. The adoption of permeable paving and filter drains would slow water runoff, and improve water quality before runoff entered the detention basins. One other benefit of the redesigned scheme is that the capacity of the system has been increased so that it would now be 20-30% above the required capacity, making it more robust in times of heavy rainfall.
- 5.29 As revised, the surface water drainage system meets the requirements of the Horley Flood Risk Development Brief and is acceptable to the Environment Agency. The position and shape of the detention basins has been incorporated into the revised Design Statement and Framework Plan for the sector.

Other Matters

- 5.30 Beneath the site is an oil pipeline. The applicants had investigated the possibility of retaining the pipeline on its current alignment, with limited modifications where required. However, this would have led to practical and legal limitations constraining the layout of development, for instance the need for a safeguarded zone along the pipeline, and the difficulty of providing gravity fed surface water drainage. The applicants have therefore accepted that the pipeline must be diverted around the western side of the site. The diversion forms part of the application proposals, as shown on drawing 1571/LP/19B, with further details to be secured by condition.

- 5.31 There are two ecologically sensitive areas within the site: Bolters Wood on the eastern boundary of the development area, which is a Site of Nature Conservation Importance; and a small population of great crested newts based around existing ponds in the centre of the site. Both of these areas would be retained with Bolters Wood maintained as a local nature reserve, and an area of approximately 4.1 hectares retained in the centre of the site as a great crested newt reserve. Wherever possible, existing hedgerows and field trees would be retained and used as features in the layout of the site, and the riverside green chain would be landscaped and maintained to enhance its attraction as a wildlife habitat. This would form part of the landscaping reserved matters. A badger underpass would be provided under the western access road, and bat roosts included in the wider scheme.
- 5.32 Structure Plan policy SE2 sets a requirement for new development to meet an element of its energy needs from renewable sources. The applicants recognise the need to incorporate energy conservation measures in the design of new homes, and to generate energy on site through renewable technologies. The Masterplan Design Principles set out in the Design Statement detail a range of energy efficiency objectives including exceeding current thermal efficiency ratings in new buildings, passive solar gain through siting and building design, and generating 10% of energy by renewable means. Two possible sites for combined heat and power plant are identified in the Design Statement, both adjacent to the neighbourhood centres, where the opportunities for a shared heat and power plant are greatest. Details of such measures would be for determination as part of the reserved matters applications.

CONDITIONS

See attached schedules at appendices 4 and 5. The recommended conditions differ from those imposed on the outline permission for the North East Sector because of the more detailed nature of the supporting information, in particular the Framework Plan; the differing nature of the application; a more detailed legal agreement; and experience gained from dealing with conditions attached to applications associated with the North East Sector. As a result of these factors, there are fewer conditions and conditions are generally shorter and more precise than those used for the North East Sector, repetition has been eliminated, and all conditions relating to the reserved matters of layout, scale, appearance and landscaping have been reserved for later imposition on the appropriate reserved matters decisions, if that is felt to be necessary at the time.

REASON FOR PERMISSION

The development hereby permitted has been assessed against Development Plan policies LO1, LO4, LO6, SE1, SE2, SE3, SE4, SE5, SE6, SE7, SE8, SE9, SE10, DN1, DN2, DN3, DN4, DN5, DN6, DN10, DN11, DN12, DN13, DN16, Pc2E, Pc2G, Pc4,

Pc5, Pc6, Pc9, Pc10, Co1, Ho2, Ho3, Ho9, Ho9A, Ho13, Ho14, Ho16, Sh1, Sh2, Sh10, Re2, Re3, Re5, Re6, Re7, Re8, Cf2, Cf3, Cf5, Ut1, Ut3, Ut4, Mo1, Mo4, Mo5, Mo6, Mo7, Mo9, Mo12, Mo13, Hr1, Hr2, Hr2A, Hr2B, Hr3, Hr14, Hr20, Hr21, Hr23, Hr24, Hr33, Hr35, Hr36, Hr38, Hr39 and Hr41, and material considerations including third party representations. It has been concluded that the development accords with the strategic housing allocation in the Surrey Structure Plan, and the North West Sector housing allocation in the Reigate & Banstead Borough Local Plan, and there are no material considerations that justify overriding the comprehensive plan for the site.

Appendix 1: schedule of drawings and supporting information

No	Reference	Description	Author	Date
P/04/02120/OUT:				
1	1571LP/10C	Application site plan	LDA Design	June 2006
2	1571LP/12A	Constraints plan	LDA Design	May 2006
3	1571LP/19B	Assessment plan (1 of 2)	LDA Design	Aug 2007
4	1571LP/20A	Assessment plan (2 of 2)	LDA Design	Aug 2007
Preliminary highway design:				
5	0049PH/06	Traffic Signalled Junction for North West Sector only	WSP	Feb 2006
6	0049/GA/12A	Meath Green Lane Crossing - option B crossroads	WSP	Aug 2005
7	0049/GA/22	Eastern link road general arrangement with long section	WSP	Feb 2006
8	0049/GA/24	Western link road general arrangement with long section	WSP	Jan 2006
Horley North West Sector Environmental Statement				
9	Volume 1	Sections 1.0-16.0	LDA Design	Sept 2004
10	Volume 2	Appendices 1.1-15.2	LDA Design	Sept 2004
11	Volume 3	Appendix 8.1 - flood risk assessment and drainage strategy	LDA Design	Sept 2004
12	Volume 4	Appendix 12.1 - transport assessment report	LDA Design	Sept 2004
13		Non-technical summary	LDA Design	Sept 2004
Horley North West Sector Supplement to Environmental Statement				
14	Volume 1	Sections 1.0-15.3	LDA Design	May 2006 Figure S2.1 amended June 2006
15	Volume 2	Appendix S2.1-S14.1	LDA Design	May 2006
16	Volume 3	Appendix S7.1 - flood risk assessment and drainage strategy	LDA Design	May 2006

17		Non-technical summary	LDA Design	Sept 2004
Horley North West Sector 2 nd Supplement to Environmental Statement				
18		Sections 1.0-11.0 Appendices SS1.1-7.1	LDA Design	Aug 2007
Horley North West Sector Design Statement				
19		Design Statement	PRP Architects	Oct 2007
P/06/00934/OUT:				
20	05.144/1	Application Site Plan	Boyer Planning	April 2005
21	1571LP/13	Application Sites Comparison Plan	LDA Design	April 2005
Note: The Environmental Statement (as amended) and Design Statement also apply to this application				

Appendix 2: Consultations

Highway Authority	No objection subject to the applicant entering into an appropriate agreement to secure contributions towards highways and transportation, and conditions
Environment Agency (flooding)	No objection subject to diversion of oil pipeline, and conditions
Environment Agency (biodiversity)	Supports the riverside green chain for diversifying wetland habitat
SCC Strategic	No objection, the proposed scheme is a reasonable basis for bringing forward the strategic housing allocation in the Surrey Structure Plan, and is in compliance with master planning principles. Development needs to comply with renewable energy aspiration of Structure Plan
SCC Archaeology	No objection subject to a condition securing further archaeological investigation during construction works
Civil Aviation Authority	No objection subject to conditions requiring a bird hazard management plan and other conditions relating to aircraft safety
NATS	No technical safeguarding objection.
Surrey Wildlife Trust	No objection subject to protection of wildlife habitats in the riverside green chain and Bolters Wood
Thames Water	No objection subject to a condition ensuring adequate capacity in the foul drainage system. Surface water drainage is responsibility of developer
Transco (Gas)	No objection, have provided information on a gas main in vicinity of site and advice on development in proximity to it
Surrey County Council – Strategic	The development accords with the key principles and objectives set out in Surrey Design. Encourages the provision of energy efficient buildings and renewable energy generation, notes that 25% of units are to be affordable, accepts the flood prevention and surface water drainage approach, acknowledges the positive approach to landscape strategy, infrastructure requirements accord with the Horley Master Plan and can be secured by legal agreement
Horley Town Council	Object for the following reasons: not convinced that traffic movement will work; the layout would isolate new residents; query how emergency access will be

	achieved; question how the junction of Meath Green Lane will work; and concerns over road safety within the sector
Salfords & Sidlow Parish Council	Object on the grounds that it is believed that much of the site will flood after heavy rainfall; the development will increase surface water runoff which will worsen flooding in Salfords and the A23 bridge; catastrophic consequences for the local highway system; the modal shift is exaggerated with computer predictions fundamentally flawed; effect on junctions further north in Reigate and Redhill; not convinced that the Meath Green Lane junction restrictions will work; overloading of Horley sewage works; further strain on water supply; doubt the benefit of renewable energy generation from the biomass plant
Fetcham Residents' Association	Concern at potential increase in surface water runoff to River Mole exacerbating flooding
Council for the Protection of Rural England	Application 04/02120/OUT is premature (i.e pre-dating the 2005 Borough Local Plan); concerned at increase in traffic; not convinced that a modal shift to alternative means of transport can be achieved; infrastructure needs to be secured and provided before or at an early stage in development
National Farmers Union	Loss of Landens farm will deprive a farmer of his livelihood
Natural England	No objection
Reigate Society	Note design of roads does not require significant embankment, apprehensive about increase in traffic impacting Reigate town centre
Mole Valley District Council	No objection but encourages provision of a significant landscape buffer along the outer edge of the sector
Surrey County Council Rights of Way	No objection but advises that all public footpaths should be protected and remain open during construction activities. Any submission for footpath diversion should be submitted well in time to allow proper consideration under the relevant legislation, encourages bridleway provision
Charlwood Parish Council	Concerned at the urbanisation of a large area of land and effect on the Green Belt; lighting on the periphery should be controlled; discourage further use or linkages to footpaths in Charlwood parish; the access road to the A217 should be designed as a rural road, i.e.: no lighting

	or footpaths
Fisher German (oil pipeline)	No objection subject to covenant restrictions being met
Health and Safety Executive	No objection
Network Rail	No comment
Horley Residents' Association	Object strongly: the housing allocation in the sector does not take account of brown field capacity in Horley; the development runs contrary to the principle of sustainable development; employment opportunities at Gatwick are reducing, lessening the need for further housing; the development will significantly increase the risk of flooding in Horley; overloading of health, fire and police services; increased traffic congestion, do not consider that modal shift will occur; and the Fastway bus service is inappropriate for Horley
Meath Green Residents' Association	The application is premature (ie: predates adoption of the Reigate & Banstead Borough Local Plan 2005), the flood risk assessment is incorrect and deficient because it fails to take account of the highest known flood levels (including 1968 flood) - if this were used the area for development would be substantially reduced, not satisfied that the traffic generated by the North West and North East sectors can be accommodated on the road network, access roads need to be built and completed before any development on the site, object to any obstruction to rights of way along Meath Green Lane, County Council views should not be allowed to influence decision as they are significant landowners of part of the site
West Horley Action for the Environment	approximately 700 pro forma letters making the following points: flood risk has been under-estimated, building over 1500 houses will increase flood risk, the increase in flood risk will result in higher insurance premiums and/or make properties uninsurable, consider the Council will be liable under the Human Rights Act for any such increased insurance premiums or flood damage

Appendix 3: summary of representations on P/04/02120/OUT and P/06/00934/OUT

Issue	Number	Response
Alternative location/proposal preferred	8	The location and form of development are determined by the development plan
Crime fears	3	No objection from Surrey Police. The safety and security of the detailed layout will be issues for the reserved matters
Drainage/sewage capacity	11	See paragraphs 5.21 - 5.28 and Thames Water advice
Flooding	84	See paragraphs 5.21 - 5.28
Harm to Green Belt/countryside	23	The site is allocated in the Local Plan and does not include any Green Belt land. The detailed design of development and landscaping of riverside green chain are issues for the reserved matters
Harm to listed building	1	There are no listed buildings within the site. Detailed consideration of effect on setting of neighbouring listed buildings will be an issue for the reserved matters
Harm to wildlife habitat	10	See paragraph 5.30
Hazard to highway safety	14	See paragraphs 5.14 - 5.20
Health fears	10	There is no evidence of harm to health
Inadequate parking	3	An issue for the reserved matters applications
Inconvenience during construction	5	Not a reason for refusal, but can be controlled through conditions

Issue	Number	Response
Increase in traffic and congestion	55	See paragraphs 5.14 - 5.20
Loss of buildings	1	No buildings to be demolished are listed or locally listed
Loss of private view	8	Not a material planning consideration
Loss of/harm to trees	4	See paragraph 5.30. Further details of tree retention will be a reserved matter
No need for the development	7	The need for the development was determined by the Structure Plan
Noise & disturbance	16	Detailed consideration of this will be an issue for the reserved matters
Out of character with surrounding area	4	Detailed consideration of this will be an issue for the reserved matters, when the scale, form, layout and design of buildings will be considered
Overdevelopment	31	The amount and type of development accord with development plan policy Hr14
Overlooking and loss of privacy	10	Detailed consideration of this will be an issue for the reserved matters
Overshadowing	1	Detailed consideration of this will be an issue for the reserved matters
Poor design	1	Detailed consideration of this will be an issue for the reserved matters
Property devaluation	14	Not a material consideration

Appendix 4: P/04/02120/OUT - Conditions

1. Approval of details of the layout, scale, appearance and the landscaping of the site (hereinafter called the 'reserved matters') shall be obtained from the Local Planning Authority in writing before any development is commenced and carried out as approved. Plans and particulars of the reserved matters referred to above shall be submitted in writing to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason:

To comply with Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 (or any order revoking and re-enacting that Order) and Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004.

2. The development shall be carried out in accordance with the phasing diagram at figure 4.111 of the Design Statement (Masterplan Design Principles), or such other phasing as may be agreed, in writing, by the Local Planning Authority.

Reason:

To ensure that the development is carried out in an orderly and co-ordinated manner so that its impact on the amenities of the surrounding area, during construction, is minimised in accordance with the Reigate & Banstead Borough Local Plan 2005 policies Hr 2B and Hr16.

3. Before the first occupation of each phase, the pedestrian and cycle routes within that phase shall be made available for use and linked to existing pedestrian and cycle routes providing access to Horley town centre.

Reason:

To ensure the provision of alternative means of access to wider facilities and services other than by the motor car, in accordance with the Reigate & Banstead Borough Local Plan 2005 policies Hr 2B and Hr16.

4. No development shall be occupied within the first phase of the development until the new access road from either the A217 or the A23, together with its junction to that road, has been constructed in accordance with the approved drawings. No development shall begin before that junction and 50m of the new road have been completed and the visibility zones included in the design shall be part of the new road and shall not be included in any plot or other sub-division of the sit

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users with regard to Reigate & Banstead

Borough Local Plan 2005 policy Mo5 and Surrey Structure Plan 2004 policy DN2.

5. No development shall be occupied in the second or subsequent phases of the development until the new access roads from both the A217 and A23, together with their junctions to those roads, have been constructed in accordance with the approved drawings.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users with regard to Reigate & Banstead Borough Local Plan 2005 policy Mo5 and Surrey Structure Plan 2004 policy DN2.

6. The means of vehicular access to the development shall be from the A23 and the A217 only; and there shall be no means of vehicular access from Meath Green Lane, except to the community centre car park, and for buses and emergency vehicles via a traffic controlled access.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users with regard to Reigate & Banstead Borough Local Plan 2005 policy Mo5 and Surrey Structure Plan 2004 policy DN2.

7. Before occupation of the school a Travel Plan, in accordance with the aims and objectives of PPG13, shall be submitted to and approved in writing by the Local Planning Authority. This shall be implemented in accordance with the approved details and unless agreed to be revised, in writing, by the Local Planning Authority.

Reason:

To encourage alternative modes of travel other than the private motor car, in accordance with Reigate & Banstead Borough Local Plan policy Mo7.

8. Prior to occupation of the first dwelling, details to enable the operation of a bus route through the site generally as shown on figure 3.15 Strategic Movement in the Design Statement (Development Framework), to include the following:

- (a) Provision of a highway to a standard accessible for buses;
- (b) Provision of passenger waiting and information facilities;
- (c) Sufficient bus stops within the development to be no further than 400 metres from any new dwelling; and
- (d) Temporary measures to enable provision of a bus service to occupied earlier phases while development commences or continues on later phases

shall be submitted to and approved, in writing, by the Local Planning Authority, and the details shall be constructed in accordance the approved detailed design.

Reason:

To ensure the provision of a high quality bus network and encourage a modal shift away from private car usage as an integral part of comprehensive development proposals in Horley with regard to Reigate & Banstead Borough Local Plan 2005 policy Hr21.

9. The surface water drainage system shall be implemented in accordance with the surface water drainage strategy set out in 4.5.10 Surface Water Drainage and figure 4.109 Drainage Issues of the Design Statement (Masterplan Design Principles).

Reason:

To ensure that the surface water drainage system achieves sustainable objectives of capacity, use and appearance, and will limit surface water discharge from the site in the event of a flood, in accordance with Reigate & Banstead Borough Local Plan 2005 policy Hr2A.

10. The development hereby permitted shall not begin until a plan to mitigate the impact of the development on Great Crested Newts on the site, to protect the ecological value of Bolters Wood, have been submitted to and approved by the Local Planning Authority. The mitigation plan shall be carried out as approved.

Reason:

To ensure protection of the Great Crested Newt population on site, being a protected species, and the ecological interest of Bolters Wood as a Site of Nature Conservation Importance in accordance with Reigate & Banstead Borough Local Plan 2005 policy Pc2.

11. No development shall take place, until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason:

The site covers an area in which it is considered necessary to preserve for future reference any archaeological information before it is destroyed by the development with regard to the Reigate & Banstead Borough Local Plan 2005 policy Pc8 and Surrey Structure Plan 2004 policy SE5.

12. The development hereby permitted shall not begin until a management plan for the Riverside Green Chain within the development hereby permitted has been submitted to and approved by the Local Planning Authority. The plan shall be implemented as approved.

Reason:

To ensure the preservation of a range of natural habitats in accordance with Reigate & Banstead Borough Local Plan 2005 policy Hr38.

13. Prior to the commencement of development, the general location for:
- (a) recycling facilities; and
 - (b) formal and informal play areas
- shall be submitted to and approved, in writing, by the Local Planning Authority.

Reason:

To ensure the equitable distribution of recycling facilities and formal and informal play space within the site, in accordance with Reigate & Banstead Borough Local Plan policy Re6.

14. All commercial uses hereby permitted shall be restricted to those falling within Class B1 (business) of the Town and Country Planning (Use Classes) Order 1987 (as amended) or any equivalent order revoking and re-enacting that Order.

Reason:

To ensure that any commercial uses within the site can be carried out without detriment to the amenities of the predominantly residential neighbourhood, in accordance with Reigate & Banstead Borough Local Plan 2005 policy Em3.

15. No development approved by this planning permission shall be commenced until:

Site Investigation: A written desk top study has been carried out that shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and other relevant information; and using this information a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors has been produced. A site investigation must be designed for the site using the information obtained from the desk top study and any diagrammatical representations (Conceptual Model). This shall be submitted in writing to, and must meet with the written approval of the Local Planning Authority in writing, prior to that investigation being carried out on the site.

The investigation must be comprehensive enough to enable: a human health risk assessment to be undertaken relating to soil, groundwater and surface waters associated on and off the site that may be affected including provisions for monitoring the quality of these; refinement of the Conceptual Model; and the development of a Method Statement detailing the remediation requirements.

Development in accordance with the Method Statement: A written Method Statement detailing any remediation requirements, including measures to minimise the impact on ground and surface waters and post remediation monitoring, using the information obtained from the Site Investigation has been submitted to the Local Planning Authority. This must meet with the

approval of the Local Planning Authority, in writing, prior to that remediation being carried out on the site.

The development of the site shall be carried out in accordance with the approved Method Statement, and any addenda submitted by the developer and agreed in writing by the Local Planning Authority. Any post remediation monitoring identified in the Method statement and agreed by the Local Planning Authority shall be installed by the developer within the timescales identified in the Method Statement and maintained and operated for as long as identified by the Method Statement

Post Remediation Verification and Future Monitoring: Upon completion of the remediation detailed in the Method Statement a report shall be submitted to the Local Planning Authority that provides verification that the required works regarding contamination have been carried out in accordance with the approved Method Statement and any addenda thereto. Post remediation sampling and monitoring results shall be included in the report to demonstrate that the required remediation has been fully met. Future monitoring proposals and reporting shall also be detailed in the report.

Unsuspected Contamination: If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a written addendum to the Method Statement. This addendum to the Method Statement must detail how this unsuspected contamination shall be dealt with.

Reason:

To ensure that the site is investigated and, if necessary, any contamination so found is remediated so that it will not cause harm to human health or pollution of controlled water, in accordance with national planning guidance in PPS23.

16. No building shall be constructed, nor shall spoil or materials shall be deposited or stored on any part of the site lying within the floodplain.

Reason:

To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity with regard to Reigate & Banstead Borough Local Plan 2005 policy Ut3 and Surrey Structure Plan 2004 policy SE10.

17. Prior to the commencement of development, details of flood compensation works including location, existing and proposed ground profiles, and restoration landscaping shall be submitted to and approved, in writing, by the Local Planning Authority and such works shall be carried out as approved.

Reason:

To alleviate the increased risk of flooding that would otherwise be caused by a reduction in flood storage capacity, in accordance with Reigate & Banstead Borough Local Plan 2005 policy Ut3 and Surrey Structure 2004 policy SE10.

18. Prior to the commencement of development, details of the design of the bridges and embankments carrying the new access roads across the River Mole and the Burstow Stream shall be submitted to, and approved in writing by the Local Planning Authority, and thereafter implemented as approved.

Reason:

In the interests of the appearance of the structures, and the impact of the structures on wildlife habitats along the watercourses, in accordance with Reigate & Banstead Borough Local Plan Ut4 and Pc2G.

19. There shall be no more than 1510 dwellings, and no more than 1000 square metres of commercial floorspace, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that the site is not overdeveloped, to safeguard the character and appearance of the scheme and wider area with regard to Reigate and Banstead Borough Local Plan 2005 policy Hr14.

20. No development of the access roads or junctions shall take place until a Method of Construction Statement, to include details of:

- (a) Parking for vehicles of site personnel, operatives and visitors
- (b) Loading and unloading of plant and materials
- (c) Storage of plant and materials
- (d) Programme of works (including measures for traffic management)

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users with regard to Reigate and Banstead Borough Local Plan 2005 policy Mo7 and Surrey Structure Plan 2004 policy DN2.

21. Before any of the operations relating to construction of the access roads or junctions which involve the movement of materials in bulk to or from the site are commenced, facilities shall be provided as must be agreed with the Local Planning Authority, in order that the operator can make all reasonable efforts to keep the public highway clean and prevent the creation of a dangerous surface on the public highway. The agreed measures shall thereafter be retained and used whenever the said operations are carried out.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users with regard to Surrey Structure Plan 2004 policy DN2.

22. No development shall commence until details of a traffic control system to control and limit vehicular movements only for buses and emergency vehicles from the site to Meath Green Lane have been submitted to and approved by the Local Planning Authority. The traffic control system shall be installed prior to the use of the internal road required to be constructed under condition 6 to provide the bus route. The traffic control system once installed shall be maintained in use thereafter.

Reason:

In recognition of Planning Policy Guidance Note 13 – Transport and with regard to Reigate and Banstead Borough Local Plan policies Mo9, Mo10, Mo12 and Mo13 and Surrey Structure Plan policy MT2, and in the interest of residential amenity.

23. Not less than 378 of the dwellings hereby permitted shall be of one or two bedrooms in size.

Reason:

In the interests of securing an appropriate mix of units sizes on the site, and meeting local housing needs for smaller units in accordance with Reigate and Banstead Local Plan 2005 policy Hr14.

24. Prior to commencement of development, details of the diversion of the oil pipeline as generally shown on assessment plan 1571/LP/19B, including its route, depth and timescale for the works shall be submitted to and approved, in writing, by the Local Planning Authority, and the works shall thereafter be implemented in accordance with the approved details.

Reason

To remove a limitation to the future layout and drainage of the site and enable a high quality scheme to be designed without constraints imposed by an operational pipeline, in accordance with Reigate & Banstead Borough Local Plan 2005 policy Hr2B.

25. Prior to commencement of development, a bird hazard management plan shall be submitted to and approved, in writing, by the Local Planning Authority, and the plan shall be implemented as approved.

Reason

To minimise the attractiveness of the development to large birds that could endanger the safe movement of aircraft and the operation of Gatwick Airport.

26. Lighting of paths, roads and communal spaces during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally and shall ensure that there is no light spill above the horizontal.

Reason

To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare.

27. No development hereby permitted shall exceed the limitation on height set by the Gatwick Airport Obstacle Limitation Surface as defined by the Civil Aviation Authority.

Reason

To avoid endangering aircraft movements and the safe operation of the aerodrome, including the operation of communication and navigational aids and surveillance equipment.

Note

For further guidance see the Civil Aviation Authority's Advice Note 1 'Safeguarding an Overview' available at www.caa.co.uk/srg/aerodrome.

28. Development shall not commence until arrangements have been made for the provision of adequate foul and surface water drainage for the whole of the site.

Reason

To ensure that foul and surface water discharge from the site shall not be prejudicial to the existing sewerage system, in accordance with Reigate & Banstead Borough Local Plan 2004 policy Ut3.

INFORMATIVES

1. The submission of hard and soft landscaping details pursuant to condition 1, and the ecological mitigation plan required to be submitted for approval by condition 8, shall have regard to the advice in the Civil Aviation Authority's Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and Building Design' available at www.caa.co.uk/srg/aerodrome.
2. Attention is drawn to the British Standard Code of Practice for the safe use of cranes and the Civil Aviation Authority's Advice Note 4 'Cranes and other Construction Issues' available at www.caa.co.uk/srg/aerodrome.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60-litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276775 or on the Council's website at www.reigate-banstead.gov.uk.

Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276608.

4. Your attention is drawn to the need to comply with the requirements of the Environmental Protection legislation during construction and in this respect you are advised to contact the Council's Environmental Health Service Unit.
5. You are advised that building materials and machinery shall not be stored on the highway and contractors' vehicles shall be parked with care so as not to cause an obstruction or block visibility on the highway.
6. The applicants should ensure that they have the consent of others, who may have rights of way across the application site, before they erect any structure that may obstruct the right of way.
7. For further advice and information on any issues identified as potential crime risks it is recommended that you contact the Architectural Liaison officer, Surrey Constabulary, Horley Police Station, Massetts Road, Horley, Surrey, RH6 7DQ.
8. The applicant is advised that all bats found in Britain are fully protected under schedule 8 of the Wildlife and Countryside Act 1981. It is an offence to kill or injure them when roosting to destroy roosts or to block entrances to roosts. It is recommended that an investigation is carried out by a licensed bat worker prior to any works of demolition or refurbishment. If evidence of the presence of bats is found English Nature must be informed immediately. For information on licensed bat workers the applicant should contact Charlotte Evans, Surrey Bat Group, c/o Surrey Wildlife Trust, School Lane, Pirbright, Woking Surrey GU24 0JN 901483 488055).
9. The applicant is advised that certain birds and mammals are protected in law under the Wildlife and Countryside Act 1981 and all reasonable precautions must be taken to avoid killing or injuring them and in the cases of birds, damaging or destroying their eggs. The applicant is advised that search procedures should be carried out by a licensed consultant to determine whether there are protected birds or mammals resident on the site or in buildings, and to consult English Nature in the event that existence of such species is confirmed.
10. The developer is reminded that it is an offence to damage verge land within the highway. Any damage caused as a result of the development, or by construction activities associated with the development, should be repaired to a standard to be agreed with the Highway Authority. The Highway Authority will seek to recover any expenses incurred in repairing highway

surfaces or verges as a result of development activity and prosecute persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

11. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
12. The applicant is advised that the Borough Council is the street naming and numbering Authority and you are requested to contact the NPLG Officer, Chief Executive's Department, Town Hall, Reigate, Surrey, RH2 0SH, when construction is about to commence enclosing a site layout plan, in order that official street naming and numbering can be allocated as appropriate.
13. Under the terms of the water resources Act 1991, the prior consent of the Environment Agency is currently required for any discharge of sewage or trade effluent onto or into the ground and for surface run off into ground water. Such consent may be withheld. If there is existing discharge consent the applicant should ensure that any increase in volume is permitted under the present conditions. Contact the EA Authorisations Officer on 01276 454333 for further details.
14. Under the terms of the Water resources Act 1991 and the Land Drainage Bylaws Act 1981, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over, or within 8 metres of the brink of the main river course. Additionally, any building work, alteration to ground levels, erection of fences, walls or other means of enclosure, removal or planting of trees within nine metres of a watercourse requires the consent of Reigate & Banstead Borough Council under the Land Drainage Byelaws 2001. You are therefore advised of the need to seek separate consent under the above byelaws. Application forms should be obtained from the Borough Council's Drainage Engineer at the Earlswood Depot, Horley Road, Redhill, RH1 6PN.
15. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
16. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a license must be sought from the Highway Authority.
17. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from

uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

18. The applicant is advised that a public right of way crosses the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.
19. The reserved matters required to be submitted by condition 1 shall be expected to conform generally to the Development Framework and Masterplan Design Principles set out in the Design Statement dated October 2007.
20. All development will be expected to benefit from renewable energy generation to meet a minimum 10% of energy requirements. In addition to individual energy generation proposals as part of each phase, a combined heat and power plant will be expected to be provided as part of the neighbourhood centre development, generally in accordance with the Masterplan Design Principles as set out in the Design Statement.
21. The submission of hard and soft landscaping details pursuant to condition 1, shall contain details of buffer zones along the River Mole, Burstow Stream and main ditches to maintain the character of the watercourse and provide undisturbed refuges for wildlife using the river corridor watercourses.

Appendix 5: P/06/00934/OUT - Conditions

1. Approval of details of the layout, scale, appearance, means of access and the landscaping of the site (hereinafter called the 'reserved matters') shall be obtained from the Local Planning Authority in writing before any development is commenced and carried out as approved. Plans and particulars of the reserved matters referred to above shall be submitted in writing to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason:

To comply with Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 (or any order revoking and re-enacting that Order) and Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004.

2. Development shall not commence until a satisfactory means of access to the site has been constructed as part of the larger proposal submitted under P/04/02120/OUT.

Reason

To ensure that development of the site takes place as part of a comprehensive development of the housing allocation, in accordance with Reigate & Banstead Borough Local Plan policy Hr14.

3. The permission hereby granted shall only be for residential purposes on the site and for no other use unless otherwise agreed, in writing, by the Local Planning Authority.



Reason

To accord with Reigate & Banstead Borough Local Plan policy Hr14, and the pattern of land use proposed on the Local Plan Proposals Map.

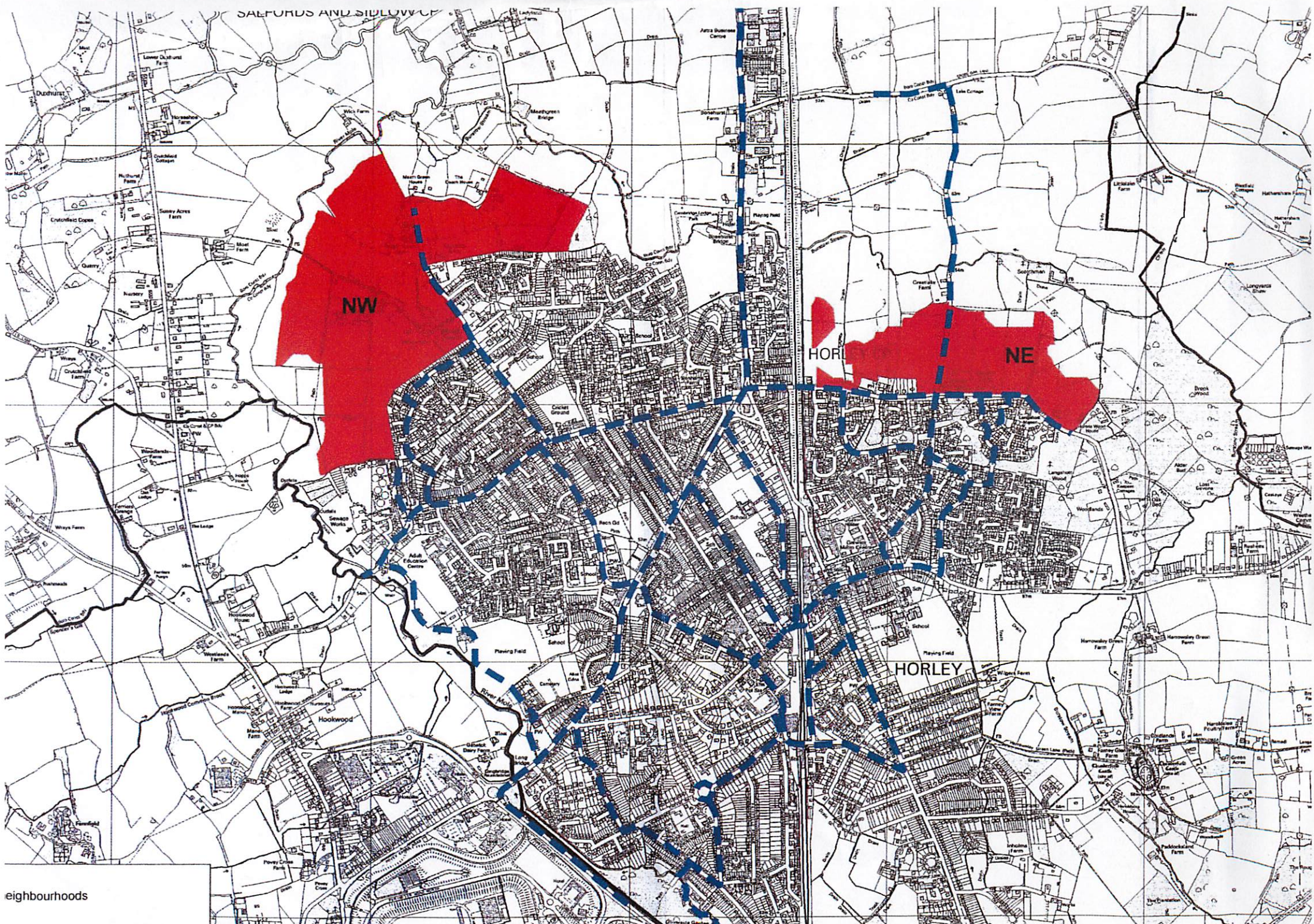
INFORMATIVE

1. Attention is drawn to application P/04/02120/OUT and the supporting information submitted with that scheme, in particular the Design Statement including the Development Framework and Masterplan Design Principles. Development on this site will be expected to conform generally to the principles set out in the Design Statement.



 GRID NORTH	Horley NW Sector Location Plan		 SURREY COUNTY COUNCIL
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