

**Horsham District Council and Crawley District Council  
Local Development Framework  
Examination into the West of Bewbush Joint Area Action Plan (JAAP)**

## **Statement of Common Ground**

**Horsham District Council, Crawley Borough Council, West Sussex County Council, Peter Brett Associates (on behalf of Crest Nicholson Developments Ltd) and Crest Nicholson Developments Ltd.**

### **1. Introduction**

1.1. Horsham District Council, Crawley Borough Council, West Sussex County Council, Peter Brett Associates and Crest Nicholson Developments Ltd have had continued and structured dialogue throughout the formulation of the Joint Area Action Plan (JAAP) since February 2006.

1.2. This Statement of Common Ground (SoCG) relates solely to three elements of the Submission West of Bewbush JAAP, which are set out below.

A) Paragraph 4.117 and Policy WB 24 Western Relief Road

B) Paragraph 5.35

C) Conceptual Masterplan – Highway Infrastructure Safeguarding

1.3 The parties' agreed position, regarding the three elements of the West of Bewbush JAAP is outlined below. The parties are agreed that if acceptable to the Inspector the adopted JAAP should be amended in accordance with the changes outlined in this Statement of Common Ground. The changes have occurred as a consequence of West Sussex County Council's assessment of the JAAP's transport evidence base and Horsham District Council, Crawley Borough Council, West Sussex County Council, Peter Brett Associates (on behalf of Crest Nicholson Developments Ltd) and Crest Nicholson Developments Ltd establishing an agreed position having considered carefully representations on the Submission West of Bewbush JAAP.

### **2. Background Studies**

2.1 The optimum alignment for a possible Western Relief Road has not been identified, assessed or agreed by the parties.

- 2.2 Plan no 16702/204/SK013 shows the Submission West of Bewbush JAAP allocation in the context of the wider area. There are a number of environmental constraints which would be influential in determining the alignment of a potential Western Relief Road.
- 2.3 Land must be safeguarded at the junction for its upgrade, but the optimum alignment within the JAAP allocation is not determined. A range of alignments could be considered. The parties agree that land will be safeguarded to allow the potential delivery of a Western Relief Road to a design standard acceptable to the Highway Authority.

### **3. Statement of Common Ground**

- 3.1 The parties are agreed that paragraph 4.117 and Policy WB 24 Western Relief Road should be amended as set out below.

#### **Western Relief Road**

**4.117** In accordance with the Councils' Core Strategies the transport assessment examined in detail whether a requirement for a Western Relief Road (WRR) exists, in light of development proposed. The transport assessment indicates that for the development of a neighbourhood and associated uses West of Bewbush a WRR is not required. However, in accordance with Policy WB 28 - Longer Term Approach the neighbourhood's primary junction and link road to the south of the railway line should be developed to a configuration that does not prejudice the longer term delivery of a WRR, if required at some stage in the future. The development of the primary junction, link road and neighbourhood should be in such a manner that future expansion can be achieved to accommodate a WRR, if required at some point. To achieve this, the land required for a potential WRR will need to be safeguarded. The WRR safeguarding at the neighbourhood's primary junction is shown indicatively on the Conceptual Masterplan. An agreed alignment for the WRR does not currently exist. However, although not shown on the Conceptual Masterplan, land to the west of the neighbourhood's primary junction and link road is safeguarded for the period of 5 years from May 2009 to enable WSCC to fix the alignment of the WRR, if required. If a definitive decision confirming the requirement and alignment for a WRR were made in this period then the confirmed alignment will be safeguarded for the remainder of the JAAP period (completion of the neighbourhood) to enable the delivery of the WRR.

## **Policy WB 24**

### **Western Relief Road**

Land required for a Western Relief Road will be safeguarded from the neighbourhood's primary junction with the A264 through the allocated site until it has been determined whether such a route will be necessary to serve further development West of Crawley, or to meet wider sub regional objectives.

3.2 The parties are agreed that paragraph 5.35 should be amended as set out below.

**5.35** The Conceptual Masterplan does not include the development of the field west of the link road and south of Pondtail Shaw. The western boundary of the field runs adjacent to the Holmbush Farm entrance and the mature hedgerow that bounds the access. This field is safeguarded for a period of 5 years from May 2009 to enable WSCC to fix the alignment of the WRR, if required. If a definitive decision confirming the requirement and alignment for a WRR were made in this period then the capacity of the land parcel as a contingency development site would be reduced accordingly. Therefore, in the absence of a definitive requirement, it is not possible at this stage to quantify the capacity of this contingency option. Development in this locality would need to respect the landscape character of this parcel of land and its proximity to Strategic Gap.

3.3 The parties are agreed that the Conceptual Masterplan – Highway Infrastructure Safeguarding should be amended as set out below.

3.4 The safeguarding highlighted around the neighbourhood's primary junction is indicative. Safeguarding will be provided to accommodate a junction meeting all appropriate standards and designed to a standard acceptable to the Highway Authority.

3.5 The Submission West of Bewbush JAAP Conceptual Masterplan indicates highway infrastructure safeguarding to the west of the neighbourhood's link road. The parties are agreed that this safeguarding should be removed from the adopted JAAP Conceptual Masterplan to reflect that there is no agreed alignment for the Western Relief Road and that the amended paragraph 4.117 and Policy WB 24 Western Relief Road state that the land to the west of the neighbourhood's primary junction and link road is safeguarded for a period of 5 years to enable the delivery of an alignment of the WRR, if required.

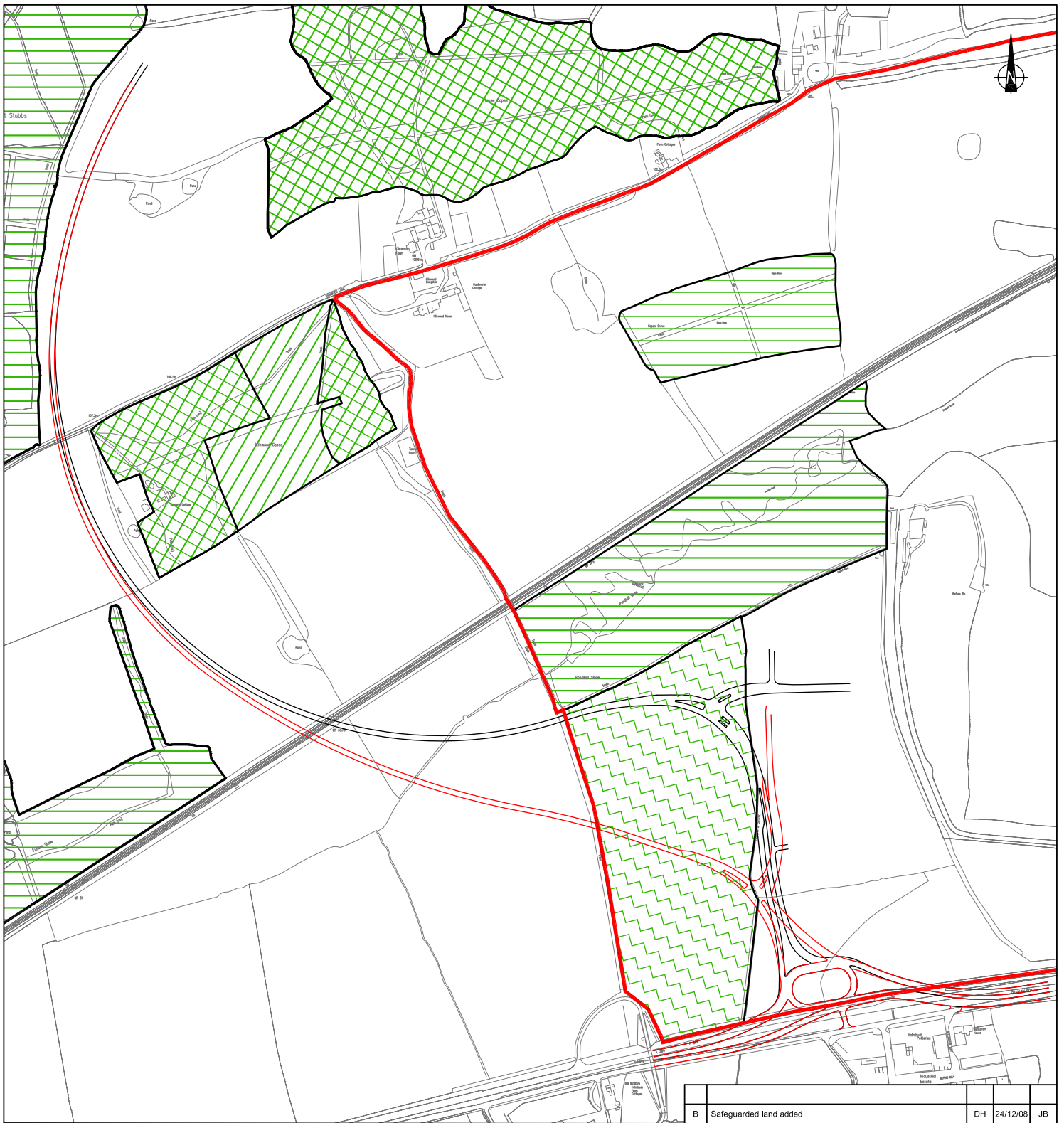
3.6 As a consequence of being a party to this Statement of Common Ground Crest Nicholson Developments Ltd undertake to safeguard the land to the west of the neighbourhood's primary junction and link road for a period of 5 years , or until a definitive decision is made regarding the requirement and alignment of a Western Relief Road, which ever is the sooner.

#### 4. Summary

4.1 As a consequence of the context outlined in paragraph 1.3 and the agreed position conveyed in this Statement of Common Ground the parties respectfully request the Inspector to amend the adopted JAAP in accordance with this Statement of Common Ground.

#### 5. Statement of Common Ground Parties

|                                     |                         |  |                        |                                  |
|-------------------------------------|-------------------------|--|------------------------|----------------------------------|
|                                     |                         |  |                        |                                  |
| Barbara Childs                      | Steven Dennington       | Christopher Owen                         | Sarah Matthews         | John Illett                      |
| Local development Framework Manager | Planning Policy Manager | Lead Professional, Strategic Development |                        |                                  |
| Horsham District Council            | Crawley Borough Council | West Sussex County Council               | Peter Brett Associates | Crest Nicholson Developments Ltd |



**Key:**


-  Woodland
-  Ancient Woodland
-  SSCI
-  Land Safeguarded for 5 years from May 2009
-  Relief Road Alignment 1 - 40mph Design Speed
-  Relief Road Alignment 2 - 40mph Design Speed
-  Policy WB1 Boundary

|      |                           |       |          |      |
|------|---------------------------|-------|----------|------|
| B    | Safeguarded land added    | DH    | 24/12/08 | JB   |
| A    | Policy WB1 Boundary Added | GH    | 18.12.08 |      |
| Mark | Revision                  | Drawn | Date     | Chkd |

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.  
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status **DRAFT**

**INDICATIVE WESTERN  
RELIEF ROAD ALIGNMENTS**

|                        |            |   |
|------------------------|------------|---|
| Client                 |            | <br>Offices throughout the UK, Ireland, continental Europe, Africa, Asia and Australia<br><a href="http://www.pba.co.uk">www.pba.co.uk</a><br>© Peter Brett Associates LLP<br>READING<br>Tel: 0118 950 0761 Fax: 0118 959 7498 |
| Date of 1st Issue      | Drawn by   |   |
| 01.12.2008             | GH         |   |
| A3 Scale               | Checked by |   |
| 1:5000                 |            |   |
| Drawing Number         | Revision   |   |
| <b>16702/204/SK013</b> | <b>B</b>   |   |

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