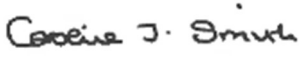



Horsham District Council / Surrey County Council Statement of Common Ground

Horsham District Local Plan 2023-2040

Signatories:

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Dated: 10.07.2024

Statement

1. Introduction and Scope

1.1 The purpose of this statement is to document the strategic cross-boundary matters that have been or are being addressed jointly by Horsham District Council (**HDC**) and Surrey County Council (**SCC**), as necessary to demonstrate effective joint working. It has been produced in preparation for the Regulation 19 stage of the Horsham District Local Plan 2023-2040 (the '**HDLP**').

2. Context

2.1 The HDLP proposes to deliver a total net increase of at least 13,212 homes during the Plan period of 2023-2040, at an average delivery rate of 777 homes per year. Due to the constraint of water neutrality, relating to Habitat Regulations and the impact of water abstraction on the Arun Valley internationally designated sites on housing supply, delivery will be on a stepped trajectory with fewer homes coming forward in the first five years of the Plan. The HDLP also proposes to allocate four new employment sites totalling around 10.5 hectares to accommodate B2, B8 and ancillary office development, and around a further 6.5 hectares of employment land as part of three sustainable strategic sites. One of these is Land West of Ifield, close to the Surrey border and adjoining Crawley Borough, which is proposed for around 3,000 new homes (of which 1,600 to be delivered in the Plan period) and around 2 hectares of employment floorspace.

3. Transport impacts arising from the HDLP

3.1 SCC have made representations to the HDLP which raise concerns on two transport related issues:

Traffic impacts arising from development sites on the A24 corridor

3.2 Without prejudice to SCC representations to the HDLP, the signatories agree that HDC has appropriately undertaken strategic transport modelling to assess the impacts of the HDLP against a

baseline 'reference case'. The Horsham Transport Study does not identify any significant adverse junction capacity issues on the A24 north of the Great Daux roundabout arising from the HDLP. The Great Daux junction requires an upgrade, which will form part of the Local Plan mitigation (together with other A24 junction improvements in Horsham District) and will be reflected in the Infrastructure Delivery Plan. Both signatories support the A24 Corridor Study (Dorking to Great Daux Roundabout) being undertaken by Surrey County Council and West Sussex County Council which seeks to address wider cumulative impacts, including A24/A25 Deepdene roundabout at Dorking.

A281 and rural roads through the Surrey Hills

- 3.3 It is agreed that capacity issues identified in the model at the A281/B2130 Nanhurst Crossroads are the result of background growth, but the signatories agree to continue to work together with West Sussex County Council to understand any further potential impact arising from traffic growth associated with future local plan reviews in the area.
- 3.4 It is acknowledged as well that potential increases in HDLP related vehicle flows through the Surrey Hills are unlikely to materialise to the level forecast by the modelling. This is in part because the full highway network is not represented in the model and also because this area of the model does not simulate volume capacity constraints: consequently the flow increases are likely to be overestimates.
- 3.5 The signatories support the principles of HDLP Policy 24: Sustainable Transport which seek to minimise the need to travel and to maximise opportunities for active travel and public transport use.

West of Ifield Strategic Site (Strategic Policy HA2)

- 3.6 HDC notes SCC comments citing concern over the impacts of the development on Surrey highways, communities and environment. SCC's position is that the policy should be strengthened to ensure that transport assessment work informs appropriate strategies to minimise the impact on Surrey, and that the Travel Plan and Construction Plan are also agreed with SCC.
- 3.7 HDC takes the position that the policy makes strong provision for submission of a comprehensive transport strategy and comprehensive travel plan as part of the site's masterplan. HDC does not consider it appropriate to refer to specific areas or consultees regarding this process, albeit Crawley Borough is referred to as the site proposed is an urban extension to Crawley. HDC notes that West Sussex County Council, as Local Transport Authority, has been a key partner in discussions relating to the site and advised throughout on impacts and mitigation for the highways network and in doing so has had regard to cross-boundary issues.
- 3.8 The signatories agree that further consideration may be given to these matters at examination and potentially at main modifications stage.

4. Other matters

- 4.1 HDC notes SCC comments on education, minerals and waste and biodiversity: the signatories agree that the matters raised do not have any bearing on the soundness of the HDLP. SCC will work with WSCC to ensure the developments provide sufficient school places for the pupil yields across the education phases. For SCC this is especially relevant where residential developments are located near the county's borders.

4.2 HDC notes that SCC has proposed changes to Strategic Policy 10: Flood Risk, and considers these to be detailed matters for consideration at examination and potentially at main modifications stage.

5. Closing matters and further work

5.1 The signatories confirm that they will work jointly and constructively on relevant cross-boundary matters relevant to the plan-making process as appropriate.