

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Horsham District Council FAO: San Whitehouse
<b>FROM:</b>	WSCC – Highways Authority
<b>DATE:</b>	13 January 2026
<b>LOCATION:</b>	Land North of Guildford Road Bucks Green Rudgwick West Sussex
<b>SUBJECT:</b>	DC/25/1269 Outline Planning Application for up to 90 no. residential dwellings (including 40% affordable) all matters to be reserved apart from access.  More information received on 8th January 2026.
<b>RECOMMENDATION:</b>	No Objection

Comments are made in respects of

- Letter dated 23<sup>rd</sup> December 2025, reference wlrudg/1810054

The submitted letter is noted as responding to the WSCC Highways consultation response dated 28<sup>th</sup> November 2025. Further additional comments were also made by WSCC Highways dated 19<sup>th</sup> December 2025 covering specifically a potential pedestrian/cyclist access onto Lynwick Street. Taking the matters within the Applicants letter of the 23<sup>rd</sup> December 2025, the following further comments are offered.

Proposed A281 Controlled Crossing – The crossing has been slightly modified as previously requested by WSCC Highways. No further comments would be offered in these regards.

Updated Road Safety Audit – The previously submitted Stage One Road Safety Audit (RSA) has been updated in light of the inclusion of the proposed controlled crossing. The submitted RSA reviews all presently proposed highway matters.

The contents of the RSA is noted. None of the problems raised are insurmountable and are predominantly matters that should be reviewed and addressed as part of the detailed design. As per the originally submitted RSA, the Applicant is still required to submit a Stage One RSA Response. This will then document the proposed responses to the problems and record the actions to be taken at the next stage. It's suggested that the RSA Response is submitted and agreed directly between WSCC and the Applicant, and then subsequently provided to the Local Planning Authority for the planning file.

Bus Ticket Subsidy – The updated offer is noted. This is considered to be proportionate and reasonable, and as such is accepted. It's recommended that this requirement is included as part of any s106 agreement.

Car Club Provision – The Applicant’s response is noted. The responses from potential car club operators indicate an in-principle willingness to operate from the site. It’s recommended that provisions are made within the s106 agreement requiring the Applicant to use all reasonable endeavours to procure and fund the provision of at least one car club vehicle (noting that the Travel Plan indicates two) and associated car parking space within the proposed development. It’s suggested that the car club vehicle and space are provided from 50% occupation. Having a number of dwellings occupied should ensure that roads are suitably constructed within the development but also that there are number of occupied dwellings (albeit the car club vehicle would not be for the exclusive use of residents).

Travel Plan – A Travel Plan has now been provided. In-principle, it’s recognised that a travel plan may have limited benefit given the size (which limits proportionately the measures that can be applied) and location of the development (which limits the travel options available), and this is borne out by the Applicant’s modest travel plan targets. The travel plan still provides a framework to encourage fewer development generated trips, and where possible encourage trips to be undertaken by other modes; this aspect is very much enhanced by the proposed crossing now included.

The detail within the travel plan is for the most part accepted. It’s noted that there is a difference between the bus ticket subsidy referenced and that included in the Applicants letter of the 23<sup>rd</sup> December 2025. Given the recommendation to include the bus ticket subsidy as a specific obligation in the s106, this would then cancel out the lower value specified in the travel plan itself.

The travel plan itself should be secured via legal agreement alongside the monitoring fee (which is required to cover WSCC involvement post-planning) of £3,950.

Finally, as referenced by WSCC Highways in their additional response dated 20<sup>th</sup> December 2025, support is offered towards the provision of a pedestrian/cycle access onto Lynwick Street with it recognised that this was originally requested by the Parish Council. Whilst this access is for the Applicant to consider and would require the submitted parameter plan to be updated, details of this access can otherwise be secured via condition. Given the phasing and build out of the development is unknown, its suggested that the wording requires a timetable to be provided indicating when the access is to be constructed. Wording is suggested below.

In summary, although the RSA Response needs to be finalised, it is recognised that there is nothing within this that cannot be dealt with as part of the detailed design. The absence of the RSA Response is not considered a reason for WSCC to object. As such viewed against relevant planning policy but specifically paragraphs 115, 116, 117, and 118 of the National Planning Policy Framework, the proposals are considered acceptable in transport terms.

If the Local Planning Authority is minded to approve this development, the following conditions are recommended,

*Vehicular Access, Crossing, and Footway Works along A281*

No part of the development shall be first occupied until such time as the vehicular access, proposed controlled crossing, and footway have been constructed in accordance with the details shown on the drawings titled Proposed Access Strategy and numbered 1810054-03 revision H and Signalised Pedestrian Crossing and numbered 1810054-10 revision B.

Reason: In the interests of road safety.

*Visibility*

No part of the development shall be first occupied until visibility splays of 2.4 metres by 51.4 metres to the east and 47.9 metres to the west have been provided at the proposed site vehicular access onto A281 Guildford Road in accordance with the details shown on the drawing titled Signalised Pedestrian Crossing and numbered 1810054-10 revision B.

Reason: In the interests of road safety.

*Pedestrian and Cycle Access onto Lynwick Street*

No part of the development shall be first occupied until plans and details and a timetable for their implementation for a pedestrian and cyclist access from the development onto Lynwick Street have been submitted to and approved in writing by the Local Planning Authority. The works once approved shall thereafter be implemented in accordance with the approved plans and timetable.

Reason: To secure appropriate pedestrian and cyclist access onto Lynwick Street.

*Construction Management Plan*

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access for vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

**Matters for the s106 Agreement**

- Travel Plan – To implement the approved travel plan, dated 3<sup>rd</sup> November 2025
- Travel Plan Auditing Fee - £3,950, payable upon first occupation
- Bus Ticket Subsidy - £200 per dwelling, payable to each household upon first occupation
- Car Club and Car Club Parking Space – To provide a minimum of one car club parking space and use all reasonable endeavours to secure the provision of a minimum of one car club vehicle and meet all reasonable associated costs prior to occupation of 50% of all dwellings.

**Ian Gledhill**

**West Sussex County Council – Planning Services**