

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Matthew Porter
FROM:	WSCC – Highways Authority
DATE:	20 August 2026
LOCATION:	Land North West of Southwater
SUBJECT:	DC/26/0366 Outline planning application, with all matters reserved (except for primary access to the highway) for a phased development comprising: the demolition of existing buildings and the construction of residential dwellings (including affordable housing) (Use Classes C2 and C3); a mixed-use neighbourhood centre (Use Classes E and F); education facilities (Use Class F1(a)); business and employment floorspace (Use Classes B2, B8 and E(g)); redevelopment of existing agricultural buildings including construction of a building for community use (Use Classes E and F2); improvements to public rights of way; sports pitches; gypsy and traveller pitches/plots; public open space; landscaping, and associated infrastructure. Additional information and amended plans have been received for this proposal on 6th August 2026.
RECOMMENDATION:	Advice

1. It would be highlighted that the National Planning Policy Framework has been updated during the course of the current consultation period. WSCC Highways recognise that the documents submitted are based upon an earlier revision of the NPFF and that as such a review would be required by the Applicant to ensure the conclusions within their documents remain sound.
2. The above point aside, the following comments are made in respects of
 - WSP Response to 2nd Set of West Sussex County Council Highway Comments, dated 30th July 2026
3. The above document (referred to as the WSP Response) has been submitted to address the comments made by WSCC Highways dated 30th June 2026. Taking the points within this, the following further comments would be offered.

Worthing Road Priority Access Junction

4. This relates to two design points concerning the proposed junction. The response addresses the points raised with the respective drawing suitably updated. The details on drawing number ending TP-0101-01 rev P03 are therefore agreed.

Northern Access Roundabout

5. The WSP Response responds to the design points raised by WSCC. The only point not addressed at this stage is that relating to the maintenance bay for the traffic signals. The Applicant has suggested that this be resolved through the detailed design. Ideally this would be resolved at this stage, however WSCC acknowledge that this is not such a fundamental matter that could warrant an objection. The Applicant will still need to provide suitable details to WSCC satisfaction through the detailed design.

A24 Hop Oast Roundabout

6. There are effectively two points related to the proposed works at Hop Oast; the design of the works and the subsequent delivery.
7. The detailed design is currently with the WSCC Traffic Signals team who raised several points previously. A separate update will be provided concerning the design of the works at Hop Oast.
8. The second point concerns the mechanism for the delivery of the works at Hop Oast. WSCC Highways understanding has been that the scheme will be directly delivered by the Applicant. The site specific policy wording for this development (site HA3 land north west of Southwater) within the draft Horsham District Local Plan also identifies the development as being responsible for delivering the full signalisation of the Hop Oast Roundabout to allow safe crossings of the A24 by pedestrians, cyclists and equestrians.
9. The current WSP Response however indicates that the Applicant will only be making a proportionate contribution to the delivery of these works. The contribution has been derived from the with and without development traffic flow information included in the originally submitted TA. WSCC recognise that this approach does not factor in or account for the potential increased crossing demands resulting from the uses proposed in the development; in these respects, the proposed signalisation would offer a significant betterment over the existing situation for all users and not solely those in vehicles.
10. WSCC acknowledge the approach and conclusions within the submitted WSP Response. It's duly accepted that on vehicle trip generation alone, the development would not generate such increases to require the capacity enhancement that would result from signalisation.
11. Whilst the Applicant's review regarding the impact at Hop Oast is noted, as are the limitations of this assessment given it focuses solely on vehicle impact, WSCC would identify that the Applicant's suggested approach (in offering a contribution) is contradictory to the site-specific policy wording (that requires delivery). Ultimately, the acceptability of this approach is a matter for the Local Planning Authority to determine given the potential planning policy conflict and how this is then considered on balance against other benefits the development may offer.
12. WSCC would further highlight that should a proportionate contribution be taken, additional funding would then be needed to bring forward the signalisation. The source and timescales associated with this additional funding is far from certain, which in turn would result inherent uncertainty as to when any scheme of works here may then be delivered.

Two Mile Ash Road/Tower Hill

13. This relates solely to the proposed traffic buildout on Two Mile Ash Road to the immediate south of the Christs Hospital Road junction. The WSCC concerns with this feature are included within previous responses.
14. Further discussion has taken place regarding this. This has resulted in the feature being removed. In place of this, the existing carriageway is to be slightly realigned to enable a 1.5 metre wide footway to be provided on the western side of Two Mile Ash Road. This footway will then provide a link between the proposed development and the existing footway on Christs Hospital Road. Given existing constraints, the arrangement currently proposed is considered on balance to be an appropriate solution.
15. The only other matter concerning this element are the details of the footway where this crosses the access into Christs Hospital School. WSCC expectation is that fairly minimal works would be undertaken within this area with this effectively operating as shared use or alternately with a virtual footway rather than there being any physical works. The actual scheme of works are indicated to be resolved through the detailed design. This approach is considered acceptable.
16. The details shown on the WSP drawing ending TP-0105-01-(02) revision P02 are agreed.
17. Although not raised within the second WSCC Highway response (but included in the first), to the immediate north and south of the proposed vehicular access onto Two Mile Ash Road, further traffic build outs are proposed along with an extension of the 30mph speed limit to a point southwards of the proposed access. Again, no technical review has been undertaken of these by the Applicant to demonstrate the suitability of the road for these measures nor has any detailed justification been provided as to why these are required. In-principle, the need for these measures appears limited and WSCC would take the view that they are not necessary to make the development or the proposed access acceptable. WSCC would further highlight the juxtaposition of the urbanising build out works (that are likely to need lighting) on the rural character of Two Mile Ash Road. WSCC would further seek that these measures are removed or annotations included on the drawings indicating that these works do not form part of the access proposals.

Tower Hill Monitor and Manage

18. Following on from the WSCC recommendation, the Applicant has suggested wording for a scheme of traffic monitoring for Tower Hill. This scheme of monitoring is in relation to the potential increase in vehicular traffic on Tower Hill resulting from the development. Should the monitoring demonstrate a significant increase of traffic and should it then be agreed with WSCC, the Applicant will then be required to implement a suitable scheme of mitigation.
19. With the wording included in the WSP Response, it's indicated that CIL could be used to fund any traffic management measures should the monitoring indicate these as being necessary. CIL is not ringfenced in anyway nor does WSCC have any control in how CIL is used; WSCC currently has to bid for CIL money with HDC then making any final decision. It's also questionable whether it's appropriate for WSCC to effectively be delivering mitigation that the monitoring demonstrates as being required for this single development. In-principle, WSCC very much considers that these works should form an s106 obligation requiring the Applicant to design and deliver the works should the monitoring prove them necessary.

20. With the monitoring programme, it's suggested that the monitoring should include a baseline survey (prior to the Two Mile Ash Road junction opening), an interim survey at the occupation of the 500th dwelling, and a final survey prior to the occupation of the final dwelling. If at the interim or final survey it is deemed that the development has resulted in a significant increase in traffic that is attributable to the development, the Applicant shall then put forward a suitable traffic management scheme on Tower Hill, and once agreed deliver the scheme via a suitable highway works agreement
21. WSCC Highways would reiterate the point previously made regarding the design of these measures, inasmuch as no technical assessment has yet been provided. Such an assessment would demonstrate that these measures are appropriate and would serve the purpose for which they are intended; priority buildouts, for example, are effective only when there are sufficiently balanced opposing traffic flows. Without this, vehicles would continue to use the road unopposed. Any future scheme would need to include this technical assessment.

Proposed Worthing Road Left In, Left Out Access

22. The Applicant's response is noted. WSCC has no further comment regarding this. This access is accepted.

Interim Cycle Route

23. WSCC note the comment made and accept that at this stage it would be difficult to accommodate a cycle route into the development when the construction programme is unknown. WSCC consider that more could still be done to investigate an interim pedestrian and cycle route separate from Worthing Road (which would primarily be in connection with the new secondary school) as the construction phasing becomes known. It's accepted that such consideration could not require a route to be provided if impractical or unsafe due to construction activities, but having a defined obligation in the s106 would ensure that further thought is given to this at a later time.

24. Suggested wording for such an obligation is included below.

Worthing Road Improvements

25. WSCC Highways has largely already accepted the proposed scheme of works along this corridor. Of the outstanding matters,
26. WSCC note the indicated footway widening on the eastern side of Worthing Road to accommodate the Puffin crossing albeit the plan is not especially clear given the scale and the use of OS base mapping. This will be further considered as part of the detailed design.
27. The Applicants response concerning the maintenance bay for the above mentioned Puffin crossing is also noted. This aspect can be covered by way of a suitably worded planning condition.
28. The 30mph speed limit extension is noted. Suitably worded s106 obligations will be required to ensure the Applicant funds the required legal process and subsequent then implements a suitable signing and lining scheme to then deliver the speed limit should the legal process be approved.

29. A scheme of crossing improvements at the Worthing Road/Chessall Avenue/Cedar Drive Roundabout should be secured by planning condition. Such a scheme should comprise Parallel (rather than Zebra) crossings.

30. In summary, given the available highway width, the need to balance a range of users, and the alternative route that will be available (in time) through the development, overall, WSCC are content with the scheme of works proposed on this corridor.

Passenger Transport

31. The £750k figure referenced is noted. This will be provided towards enhancements to the existing 23 bus service as set out in the earlier WSCC response. Whilst this contribution appears to be agreed, WSCC would seek confirmation that this has been agreed directly with the bus operator; as WSCC has previously noted, the 23 service operates on a commercial basis without any input from WSCC and therefore WSCC could not receive any contribution directly; the wording within the s106 will be to require the Applicant to secure said improvements to the 23 with the overall cost capped at £750k.

Framework Travel Plan

32. There remains outstanding issues with the Framework TP with various issues highlighted as part of previous WSCC responses. Ultimately given the issues with the Framework TP, rather than further revising and updating this, it's suggested that the s106 requires the Applicant to submit for approval phase or use specific TPs prior to the respective uses first being occupied. Such phase specific TPs can then be worded so as to reflect the build out of the development and the characteristics of that phase.

33. The s106 must also secure the WSCC Auditing Fee to cover any future involvement with the various TPs.

Infrastructure Phasing

34. The infrastructure phasing plan is noted. WSCC has suggested conditions and s106 obligations based upon this phasing.

Summary

35. The development and the associated works have been the subject of detailed and on-going discussion with the Applicant. With the exception of the Applicant's position concerning the proposed works at the A24 Hop Oast Roundabout (which needs to be resolved and suitable wording for a planning condition or s106 obligation then agreed), in-principle, WSCC Highways are satisfied that all other matters have been resolved.

Conditions

Proposed Worthing Road Priority Junction

No dwelling or use within Phase 1a shall be first occupied or use commenced until such time as the proposed priority junction onto Worthing Road has been constructed in accordance with the details shown on drawing UK0043490.9681-WSP-XX-XX-DR-TP-0101-01 revision P03 or subsequent revisions as may be agreed.

Reason: To ensure suitable access is achieved to those uses within Phase 1.

Proposed Worthing Road Improvements

No dwelling or use within Phase 1a shall be first occupied or use commenced until such time as the proposed Worthing Road improvements have been constructed in accordance with the details shown on drawing UK0043490.9681-WSP-XX-XX-DR-TP-0107 revision P03 or subsequent revisions as may be agreed.

Reason: To ensure suitable access is achieved to those uses within Phase 1.

Maintenance Bay for proposed Puffin Crossing with Worthing Road Improvement Scheme

No dwelling or use within Phase 1a shall be first occupied or use commenced until such time as a suitable location for a traffic signals vehicle maintenance bay required in association with the proposed signalised Puffin Crossing as shown within the scheme of works on drawing UK0043490.9681-WSP-XX-XX-DR-TP-0107 revision P03 has been submitted to and agreed in writing by the Local Planning Authority. The maintenance bay shall thereafter be constructed prior to any dwelling or use within Phase 1a being first occupied or use commenced.

Reason: To ensure a safe and suitable location for the maintenance of the proposed Puffin Crossing.

Proposed Worthing Road Roundabout

No dwelling or use within Phase 1b shall be first occupied or use commenced until such time as the proposed roundabout onto Worthing Road has been constructed in accordance with the details shown on drawing UK0043490.9681-WSP-XX-XX-DR-TP-0103 revision P04 or subsequent revisions as may be agreed.

Reason: To ensure suitable access is achieved to those uses within Phase 1.

Maintenance Bay for proposed Toucans Crossings within Proposed Worthing Road Roundabout Works

No dwelling or use within Phase 1b shall be first occupied or use commenced until such time as a suitable location for a traffic signals vehicle maintenance bay required in association with the proposed signalised Toucan Crossings as shown within the scheme of works on drawing UK0043490.9681-WSP-XX-XX-DR-TP-0103 revision P04 or subsequent revisions has been submitted to and agreed in writing by the Local Planning Authority. The maintenance bay shall thereafter be constructed prior to any dwelling or use within Phase 1a being first occupied or use commenced.

Reason: To ensure a safe and suitable location for the maintenance of the proposed Puffin Crossing.

Proposed Two Mile Ash Road Junction Restriction

The proposed access onto Two Mile Ash Road as shown on drawing UK0043490.9681-WSP-XX-XX-DR-TP-0105-01 revision P03 or subsequent revisions shall not be opened to vehicular traffic until such time as the proposed priority junction onto Worthing Road as shown on drawing UK0043490.9681-WSP-XX-XX-DR-TP-0101-01 revision P03 or subsequent revisions or the proposed roundabout onto Worthing Road as shown on drawing UK0043490.9681-WSP-XX-XX-DR-TP-0107 revision P03 or subsequent revisions have been opened to traffic.

Reason: To ensure the suitable phasing of accesses and avoid Phase 1a being accessed from solely from Two Mile Ash Road.

Two Mile Ash Road and Christs Hospital Road Pedestrian and Cyclist Works

The proposed access onto Two Mile Ash Road as shown on drawing UK0043490.9681-WSP-XX-XX-DR-TP-0105-01 revision P03 or subsequent revisions shall not be opened to vehicular traffic until such time as the scheme of pedestrian and cyclist improvements on Two Mile Ash Road and Christs Hospital Road have been constructed as shown on drawings UK0043490.9681-WSP-XX-XX-DR-TP-0105-01 revision P03, UK0043490.9681-

WSP-XX-XX-DR-TP-0105-01-(02) revision P02, and UK0043490.9681-WSP-XX-XX-DR-TP-0106-01 revision P01 or subsequent revisions as may be agreed

Reason: To ensure suitable and appropriate pedestrian and cyclist access has been provided from the development towards Christs Hospital railway station.

Chessall Avenue Access

No dwelling or use within Phase 2 shall be first occupied or use commenced until such time as the proposed vehicular, pedestrian, and cyclists access arrangements onto Chessall Avenue has been constructed in accordance with the details shown on drawing UK0043490.9681-WSP-XX-XX-DR-TP-0100-01 revision P03 or subsequent revisions.

Reason: To ensure suitable access is achieved to uses within Phase 2.

Worthing Road/Cedar Drive Roundabout Improvements

No dwelling or use within Phase 2 shall be first occupied until a scheme of crossing improvements at the Worthing Road/Cedar Drive Roundabout have been implemented in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. Such improvements shall take the form of a Parallel or other such suitable crossing as may be agreed to provide a connection into the proposed pedestrian and cyclist route as shown on Chessall Avenue on drawing XX.

Reason: To ensure suitable pedestrian and cyclist access into Phase 2.

Worthing Road Left In, Left Out

No part of the proposed travellers plots shall be first occupied until such time as the proposed left in, left out access onto Worthing Road has been constructed in accordance with the details shown on drawing UK0043490.9681-WSP-XX-XX-DR-TP-0104 revision P03.

Reason: To ensure suitable access is achieved to the travellers plots.

Construction Management Plan

No development within any phase shall commence until a phase specific construction management plan for the phase has been submitted and agreed in writing by the Local Planning Authority. Once approved the construction management plan shall thereafter be implemented through the construction of the respective phase. The construction management 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.

S106

30mph Worthing Road Speed Limit

Prior to the first occupation of any dwelling, the Applicant shall fund a TRO for 30mph speed limit on Worthing Road from the point northwards of Southwater Street where the existing 30mph terminates to Blakes Farm Road Roundabout.

Should the TRO be approved, the Applicant shall thereafter submit for approval a suitable scheme of signing and lining for the approved 30mph speed limit, and thereafter once agreed to obtain all necessary consents to implement the scheme of works.

Once the TRO has been implemented to submit for approval a scheme of monitoring to ensure the 30mph is being adhered to. The monitoring shall include such schemes of works that may be implemented by the Applicant to reinforce the 30mph should the monitoring show a significant level of non-compliance.

Tower Hill Traffic Monitoring

Prior to first occupation, to submit for agreement a scheme of traffic monitoring on Tower Hill to determine the impact arising from the development upon these roads. Such monitoring should include suitable base line/without development surveys and thereafter monitoring and reporting at agreed intervals of prior to the occupation of the 500th dwelling and final/999th dwelling. Should the monitoring identify an increase in traffic and should it be considered appropriate the Applicant shall implement (including undertaking any additional technical assessment or public consultation as may be necessary) such traffic management measures as shown on dwg nos. ending TP-0102-02 and 03 or such other works as may be appropriate.

Christs Hospital Rail Station Car Parking

Prior to first occupation, to submit for agreement a scheme of on-street parking monitoring for Christs Hospital rail station to determine if the proposed development is resulting in increased on-street car parking demands. Such monitoring shall identify a suitable study area, include baseline/without development surveys and thereafter monitoring and reporting at agreed intervals. Should the monitoring identify increased on-street car parking demands, and should it be considered appropriate the Applicant shall implement such additional measures as may be considered reasonable to mitigate the increased parking demands.

Passenger Transport

To fund improvements to the frequency of the number 23 and 23x bus services that may include additional services between Crawley (departing 0655) to Worthing (arriving 0844), Worthing (departing 0859) to Crawley (arriving 1036), Crawley (departing 1305) to Worthing (arriving 1439), Worthing (departing 1506) to Crawley (arriving 1638), potential additional daytime vehicle to provide a more consistent timetable throughout the day addressing the hours without half-hourly trips, extending the existing Crawley to Horsham 'short services' to Southwater, or such service improvements as may be agreed.. Such improvements shall be capped to a maximum cost of £750k.

Framework Travel Plan

Prior to the first occupation of any dwelling within each phase or the first occupation of any employment use, the Applicant shall submit for approval a phase specific travel plan. Once approved the phase specific travel plan shall be implemented in accordance with the approved document. The phase specific travel plans shall make provision for the transport vision for the site.

To make a contribution of £5,865 to cover the future involvement of WSCC in the implementation of Travel Plans for the site.

Ian Gledhill

West Sussex County Council – Planning Services