

## **HORSHAM DISTRICT COUNCIL CONSULTATION**

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| <b>TO:</b>             | Horsham District Council – Planning Dept                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>LOCATION:</b>       | <b>Land North West of Southwater</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>DESCRIPTION:</b>    | 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 up to 1,000 residential dwellings (including affordable housing) (Use Class C3); up to 80 specialist accommodation units (Use Class C2); 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 |
| <b>REFERENCE:</b>      | DC/26/0366                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>RECOMMENDATION:</b> | Advice / No-Objection / Objection / More Information / Modification / Refusal                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

**SUMMARY OF COMMENTS & RECOMMENDATION:** Advice regarding active travel network improvements.

### **POLICY CONTEXT**

The comments below take into account national and local policies relating to active travel, including NPPF Chapter 9 and HDPF Policy 40 (Sustainable Transport). I have also been mindful of Policy 24 (Sustainable Transport) in the emerging Horsham District Local Plan 2023-40. The other key policy within the emerging Local Plan is Policy HA3 (Land North West of Southwater), and in particular part 7 of that policy which sets a strong expectation that sustainable (including active) travel opportunities must be a key feature of the development. Attention is also drawn to the Schedule of Main Modifications (published 13 July 2026 and currently subject to consultation) – see in particular MM214, MM215, MM218 and MM219 (the latter of these is a new criterion 7(d) requiring a comprehensive Travel Plan and Construction Travel Plan).

### **MAIN COMMENTS:**

Allowing walkers and cyclists to cross safely at the Hop Oast roundabout is key to increasing active travel (AT) journeys from the development to Horsham. Signalised pedestrian and cycle crossings would provide an active travel network that links Horsham's

only Park and Ride bus stops, the Horsham District Council (HDC) depot, Horsham football ground venue, and the Golf Course development site. Improving active travel links to the park and ride site could support its future expansion as an eco-transport hub (e.g. to include secure bike storage, bike rental, EV car club, on-demand e-community bus scheme, e-bus charging/fuel battery swap site.) Noting the HDC depot represents a significant employment site in the vicinity, it is relevant that the most recent Horsham District Council annual staff travel plan shows that a number of HDC depot staff cycle and car-share to work from Southwater, particularly for early shifts that start before the bus timetable starts. Other local employers may experience similar habits. This exemplifies the wider opportunities that could be exploited to potentially offset residual impacts on the road network arising from the proposed development.

The proposed Pegasus crossing on the southern arm of the roundabout can also be used safely by those walking, wheeling, and cycling and could link to an enhanced active travel network onwards to Horsham, supported by the Horsham Golf course development site.

Any bridleway improvements put forward by the PROW team to create a joined-up network linking the proposed Pegasus crossing and the Downs link, will also support the expansion of walking, wheeling, and cycling journeys in the area.

Regarding ATE comments on the application dated 10/7/26, I make the following observations as per requested.

Section 1.4 last paragraph - regarding the internal active travel routes linked with potential improvements for Worthing rd. Whilst detailed design of cycle infrastructure and cycle parking usually comes at the reserved matters stage, some general principles could be agreed now, i.e. all walking and cycling routes and any cycle parking design will follow LTN 1/20 guidance.

Section 2.2.3 – Current research supports the view that new residents adopt their travel habits within the first few weeks of moving somewhere. A successful travel plan should target travel behaviour before residents move in. (As WSCC officers will monitor the travel plan, they will have agreed standards for how a travel plan is structured and how the targets are monitored.)

3.3.1 – The new development should support a route for residents to actively travel to Christ's Hospital School and Christ's Hospital Railway Station. The feasibility report on the route should detail how the design will meet LTN 1/20 design principles or detail why these physically cannot be achieved in some locations and detail what may be achieved. The fact that current AT journeys to these main trip attractors is low should not reduce the desirability of creating such AT infrastructure.

3.5.3 – regarding puffin crossings, WSCC Highways in their comment posted 30/06/26 that all new crossings should be toucan crossings.

3.6.2 - WSCC Highways comments from 30/06/26 supports the ATE desire for 4m wide shared paths (as opposed to segregated 5m facility).

3.6.3. – regarding vegetation buffer zones, WSCC Highways will have their own guidance as they would maintain such an area in future.

4.1.1. – WSCC PROW team have their own standards regarding the usual surface of new and improved PROWs as future maintenance will be in their remit. HDC may comment in specific circumstances regarding the surface specification e.g. locations in the vicinity of protected trees or with protected architecture.

5.1. Cycle parking design should be agreed with WSCC officers, all developers should be directed to the latest agreed design guidance here: <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport/#additional-information>

I would be happy to discuss or provide further comments on any of the above matters and/or liaise with WSCC officers to similarly seek further advice.

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| <b>RECOMMENDED CONDITIONS:</b> Consideration for the above when processing the planning application. |                         |
| <b>NAME:</b>                                                                                         | Katie Traylen           |
| <b>DEPARTMENT:</b>                                                                                   | Strategic Planning Team |
| <b>DATE:</b>                                                                                         | 10/8/26                 |