West Sussex County Council - Planning Consultation Response

To: Horsham District Council

Date: 23 November 2026

FAO: Matthew Porter

From: WSCC - Highways Authority

LPA Reference: DC/26/0530

Location: Land at Hornbrook Farm

Brighton Road

West Sussex

Proposal: Outline planning application for up to 160 dwellings, open space and associated works

and infrastructure with all matters reserved apart from access (revised 10.11.2026).

Date of Site Visit: Yes, previously visited

Recommendation: No Objection

WSCC Highways have previously commented on this proposal by way of comments dated 18th May 2026. Whilst no fundamental issues were identified, points were raised concerning the access arrangements that required further consideration. WSCC Highways would confirm that there has been direct discussion with the Applicant to resolve these matters.

The following plans and statements have been reviewed by WSCC Highways in the preparation of these additional comments.

- Parameter Plan, drawing CSA/7416/102 revision T
- Proposed Access Plan, drawing 62726/RJL/XX/XX/DR/C/SK001 revision N
- Active Travel and North-Eastern Connection Feasibility Assessment

The proposed access arrangements onto the A281 Brighton Road remains as previously as does the proposed signalised (Puffin) crossing albeit the width of the crossing is now slightly greater. The proposed relocated eastbound bus stop (relocated from its current position opposite The Hornbrook PH) has been positioned more centrally between the proposed crossing and access in response to the concern raised by WSCC. The arrangement shown has been reviewed by WSCC Highways and is considered acceptable.

The associated Stage One Road Safety Audit covering the proposed highway works has also been agreed.

It is also recognised that the previously proposed emergency access (which is in the same position as an existing field gate) onto Doomsday Lane has been removed from the application. The need for an emergency access wasn't driven by the requirements of WSCC Highways. Nevertheless, WSCC Highways have no overarching concerns with the removal of this access and permanent closure of the existing field gate access albeit WSCC has previously identified a potential benefit associated with the use of this for cyclists in particular to access Hammerpond Road and thereafter quieter roads into Horsham and avoid the A281. Whilst this is not now the case, cyclists could use the A281 for a short distance (approximately 100 metres) before reaching Doomsday Lane.

Related to access onto Doomsday Lane, the Applicant's 'Active Travel and North-Eastern Connection Feasibility Assessment' is noted. This appears to relate more to a request from Horsham DC rather than WSCC to explore a potential active travel (primarily walking) route onto Doomsday Lane and thereafter the footway on Hammerpond Road. WSCC and the Applicant have discussed this previously, with it evident from the level difference alone that a connection would be very difficult to achieve at the north-east corner. As such, it was concluded that such a connection whilst desirable was ultimately undeliverable. The submitted Feasibility Assessment evidently provides a further review reaching the same conclusion.

WSCC has also previously commented on the potential use of the emergency access by pedestrians. With this, it was accepted that the constraints on Doomsday Lane were such that a footway could not be provided northwards to Hammerpond Road. It would be highlighted that the Stage One Road Safety Audit raised a potential safety problem in these regards too, with the recommendation that the use of this access by vulnerable users be discouraged.

In summary, WSCC Highways are satisfied that safe and suitable access can be achieved from the proposed development onto the A281. Whilst access onto Doomsday Lane would be desirable, the ability to provide a suitable route for pedestrians specifically would have inherent engineering difficulties. The proposed arrangements would not preclude cyclists from using Doomsday Lane albeit this would require a short distance of travel on the A281.

In respects of access, as noted within WSCC previous comments, it is understood that the Applicant will be seeking to extend the existing 30mph speed limit along the A281 towards the Domesday Lane/Sedgwick Lane crossroads. Whilst the scheme is in no way reliant on this speed limit change (and which cannot in any way be guaranteed due to the required statutory consultation process), it is recommended that this be secured as part of the s106 agreement, with an obligation upon the Applicant to fund the consultation process and thereafter undertake a suitable scheme of signing and lining to implement the extended speed limit.

In conclusion, WSCC Highways are satisfied with the revised details presented.

If minded to approve this application, the following conditions and s106 obligations are recommended.

<u>Conditions</u>
Access

No part of the development shall be first occupied until such time as the vehicular access and pedestrian access, including the signalised crossing, serving the development has been constructed in accordance with the details shown on the drawing titled Proposed Access Plan and numbered 62726/RJL/XX/XX/DR/C/SK001 revision N or such other revision as may be agreed with the Local Planning Authority.
Reason: In the interests of road safety.

Access closure
No part of the development shall be first occupied until such time as the existing vehicular access onto Doomsday Lane has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of road safety.

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 of 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.

<u>S106 Obligations</u>
Travel Plan – to submit to WSCC for approval a travel plan and to thereafter implement the approved travel plan upon first occupation

Travel Plan monitoring fee – to pay to WSCC the travel plan monitoring fee of £ upon first occupation.

30mph Speed Limit Extension – prior to first occupation, to fund the statutory consultation process to enable a Traffic Regulation Order to extend the existing 30mph speed limit on the A281 to the Doomsday Lane/Sedgwick Lane crossroads or as may otherwise be agreed.

Signing and Lining for 30mph Speed Limit – if the 30mph limit extension is successful, to submit to WSCC for approval a highway works scheme to implement the approved 30mph speed limit.

Ian Gledhill

West Sussex County Council – Planning Services (Highways)