

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Nicola Pettifer
FROM:	WSCC – Highways Authority
DATE:	12 May 2026
LOCATION:	Land at Lower Broadbridge Farm Billingshurst Road Broadbridge Heath Horsham West Sussex RH12 3LR
SUBJECT:	DC/26/0592 Reserved matters application for the erection of 133 dwellings following approval of outline application DC/22/1052 as amended by DC/25/1886, relating to appearance, landscaping, layout and scale.
RECOMMENDATION:	No Objection

Comments are made in respects of

- Highways Technical Note, revision P2, dated 31/03/2026
- Hard Landscaping Proposals, sheets 1 to 5, drawing numbers CSA/7945/100, 101, 102, 103, 104, all no revision,
- Detailed Site Layout, sheets 1 and 2, drawing numbers PL-04, revision G

In reviewing the proposals, it's recognised that the Highways Technical Note confirms the intention for the majority of carriageways, footways, and casual parking areas to be offered for adoption as public highway. For the purposes of this planning application, WSCC are not seeking to approve any detailed aspect as being suitable for adoption. This includes but is not limited to materials, street lighting, highway drainage, signing, lining, or construction thicknesses. The suitability for adoption would be reviewed by WSCC by way of an application under Section 38 of the Highways Act. WSCC may nevertheless indicate adoption criteria where these are relevant for the current application.

The submitted layout plans indicate a mixture of segregated carriageways and footways along with shared surface areas where all users share the same space. The use of the different types of construction in the various areas is considered appropriate and in line with the guidance within Manual for Streets. Carriageway widths of 5.5 metres to 5 metres are indicated. Again, there are no concerns with the widths proposed. The layout is designed to an assumed 20mph vehicle speed with visibility splays based on this. WSCC has no particular concern with this approach. The proposed carriageway geometries in all other respects is considered appropriate with the refuse vehicle tracking indicating no particular issues.

Where provided, footways are generally located on both sides of the carriageway. A slightly wider footway is indicated on the east side of the main access road. This is assumed as a shared use route but this doesn't appear to be confirmed in the documents reviewed. WSCC would highlight that for highway adoption, footways should be provided where there are dwellings fronting the carriageway and where the carriageway is not a shared surface. There are various locations where this isn't the case (e.g. for plots 20 and 21, 74 and 75, and 97 and 98). Lengths of footway should be provided across the frontages of these properties.

From the Hard Landscaping Plans, it's apparent that the shared surface areas are indicated to be constructed in bituminous materials, the same material used in those areas where footways and carriageways are indicated to be segregated by a full height kerb. It is standard practice for shared use areas to be constructed in a contrasting material (e.g. blockwork) so as to identify to all users the differing nature of the areas.

As more a matter of detail but there are no pedestrian dropped crossing points indicated at any junction or likely crossing point. A condition is suggested to ensure these are provided.

The arrangements for car parking as set out in the Highways Technical Note are noted. Parking is recognised as being broadly compliant with currently adopted guidance.

No mention is made of cycle parking within the submitted Technical Note. Such details will need to be secured by condition.

In summary, WSCC Highways would raise no objection to the details submitted.

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

Pedestrian Dropped Crossing Points

No dwelling shall be constructed above slab level until plans and details showing the provision of pedestrian dropped kerb crossing points at all junctions and other appropriate locations have been submitted to and approved in writing by the Local Planning Authority. Once approved the crossing points shall be installed in accordance with the approved details prior to the occupation of the final dwelling. All pedestrian crossing points shall include tactile paving in accordance with the guidance within Inclusive Mobility.

Reason: To ensure suitable crossing facilities are provided.

Cycle Parking

No dwelling shall be first occupied until cycle parking for that dwelling has been provided in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure cycle parking is provided for the proposed dwelling.

Ian Gledhill

