

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Stephanie Bryant
FROM:	WSCC – Highways Authority
DATE:	23 September 2026
LOCATION:	Land Parcel at 519531 134037 Rusper Road, Horsham West Sussex
SUBJECT:	DC/26/1241 Reserved Matters application (layout, scale, appearance, internal access and landscaping) pursuant to Condition 5 of Outline Planning Permission reference DC/16/1677 for RM Area 12 comprising 278 (C3 Use) residential units, car and cycle parking, play area, drainage, internal roads, and associated infrastructure.
RECOMMENDATION:	No Objection

Comments are made in respects of,

- Proposed Site Plan, drawing number 34854-BM-12-ZZ-DR-A-01100, no revision
- RM 12 Swept Path Analysis 11.2m Refuse Vehicle, drawing MOW-PH20-P12-6201 revision F
- RM 12 Overall General Arrangement, drawing MOW-PH2-P12-6101 revision H
- Transport Statement, dated 30th June 2026

From the submission, it's recognised that the Applicant is intending to offer a large part of the proposed road network for adoption as public highway. Whilst comments may be made with reference to highway adoption, this process is entirely separate to the current planning process. As such, for the purposes of the current application, WSCC Highways are commenting on the planning principles and are not seeking to approve any matters relating to highway adoption.

The layout comprises a mix of carriageways with footways segregated by way of a full height kerb and shared use areas where all users use the same space. There are no particular issues with the proposed mix of carriageways through the development with those more lightly trafficked areas indicated as shared use and those more trafficked sections having segregated footways. Carriageways are indicated to between 5.5 and 4.8 metres for the primary and secondary roads, with narrower widths for private driveways. Where present, footways are to be 2 metres in width. There are no concerns with the proposed widths or any aspect of the highway geometry.

It's noted that all shared use areas are to be constructed from blockwork and as such contrasts with other areas of construction. This approach follows the good practice encouraged for shared use areas.

As an observation, tactile paving is shown at some but not all pedestrian crossing points. Through the detailed design, tactile paving will be required at all crossing points. WSCC will check such matters as part of any highway adoption.

It's recognised that no dedicated provision is made for cyclists; cyclists therefore have to share the carriageway with vehicular traffic. In light of the proposed 20mph design speed and anticipated traffic generation, cycling on carriageway is considered appropriate.

The submitted Transport Statement demonstrates that the proposed car parking complies with the current relevant guidance. EV parking will need to comply with the requirements in Part S of the Building Regulations. Details of cycle parking for the dwellings will need to be secured by condition, albeit most properties include garages that are expected to accommodate any cycle parking needs.

The only further comment is that relating to access to apartment block A. For those walking to this block, the route is somewhat circuitous whereas there is the potential for a much shorter and more direct route from the nearby road to the southeast. This alternate route crosses a landscaped area (indicated as amenity grass) but also appears to include a drainage feature the exact nature of which isn't immediately apparent from the documents reviewed. This aside, given the obvious desire line, the Applicant should give serious consideration to providing a shorter walking route across this area; inevitably residents will otherwise create an informal route across here.

In summary, the point above aside, no highway objection would be raised to these proposals. The following conditions are suggested.

Car parking space

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with the approved site plan. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking

No dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Ian Gledhill

West Sussex County Council – Planning Services