



**MINUTES OF A MEETING OF NORTH HORSHAM PARISH COUNCIL  
PLANNING, ENVIRONMENT AND TRANSPORT COMMITTEE  
HELD ON THURSDAY 25<sup>th</sup> MARCH 2021 AT 7.30pm.**

**Present:** Committee Members

Cllr M. Cockerill, Cllr J. Davidson (Vice Chairman), Cllr Mrs R. Ginn\*, Cllr Mrs J. Gough, Cllr R. Knight, Cllr D. Mahon, Cllr R. Millington, Cllr T. Rickett BEM\*, Cllr D. Searle, Cllr R. Turner (Chairman), Cllr I. Wassell, Cllr Mrs S. Wilton.

\*denotes absence.

**In attendance:** Ross McCartney – Committee Clerk.

**PET/903/21 Public Forum**

There were no members of public present.

**PET/904/21 Apologies for absence**

At North Horsham Parish Council Full Council meeting on 4th March 2021 Cllr T. Rickett's request for long term apologies until the end of July 2021, due to family caring commitments, was accepted.

Cllr R. Ginn did not attend and gave retrospective apologies.

**The apologies for absence were NOTED.**

**PET/905/21 Declarations of Interest**

Cllr I. Wassell declared a personal interest in planning application DC/21/0332 as the architect is a known to him.

**PET/906/21 Minutes**

The Minutes of the Committee Meeting held on 25<sup>th</sup> February 2021 were agreed and will be signed by the Chairman as a true record at the earliest opportunity.

**PET/907/21 Chairman's Announcements**

1. Lists of planning compliance cases received from Horsham District Council (HDC) since 25th February 2021 had been circulated to members of the planning committee.
2. In response to North Horsham Parish Council's request to clear and tidy the land at 78 Crawley Road, the Deputy Director Property Management for Sussex NHS Foundation Trust has confirmed that, in addition to the clearing, tidying and assurance of continued monitoring of the site, the Trust has tendered for the fencing works for 1.8m high closed boarded fencing and will be processing the planning application.
3. A24 Worthing to Horsham Feasibility Study Stakeholder Webinar Summary Report (Annex 1): West Sussex County Council is undertaking a feasibility study of potential improvements to the A24 Worthing to Horsham corridor. HDC hosted a webinar in July 2020

for organisations or groups believed to have an interest in this study corridor and to invite views about priorities for the study. All HDC Councillors were invited to the webinar and HDC Officers were also in attendance.

The study is focusing on 'at-grade' feasibility designs for improvements at key junctions along the study corridor, taking into account potential development related highway interventions. This includes considering potential improvements for bus priority, pedestrians, cyclists and equestrians at key locations where feasible, and reviewing the provision of bus stops along the study corridor.

HDC are expecting to share draft feasibility designs for the study interventions with stakeholders for comments in early summer 2021.

HDC and NHPC Cllr P. Burgess is seeking clarification if Council's will be responding to this as individual Councils or with a joint response. This will be put forward as an agenda item at the next Planning, Environment and Transport (PET) Committee Meeting to seek its view.

This study is looking at longer term proposals which are separate to the current A24 Robin Hood junction project in Horsham. Further information about this project is available at:

<https://www.westsussex.gov.uk/roads-and-travel/roadworks-and-projects/road-projects/a24-robin-hood-junction-improvement/>

4. Legal and General's Community Liaison Team have sent a letter (Annex 2) providing notification of upcoming lane closures on the A264 to allow for vegetation clearance works to take place ahead of the bridge installation later this year.

Natta (L&G's contractors) have secured a Natural England licence for removal of the vegetation on the southern side of the A264 to allow the southern landing of the Foot/ Cycle Bridge to be installed later in the year. This involves two stages of clearance to mitigate the potential impact on dormice. The first stage started on Monday 22<sup>nd</sup> March 2021 and run until 26<sup>th</sup> March 2021. An Ecologist will be present during the works.

The second stage is removal of the stumps and roots. This is due to take place on 15<sup>th</sup> April 2021 and 16<sup>th</sup> April 2021.

The vegetation to be cleared is shown in the Arboricultural Statement in respect of the Foot/ Cycle Bridge Reserved Matters Area (application DISC/21/0041). The line of the fence to protect retained vegetation is included within the Arboricultural Statement and will prevent encroachment into the adjacent Scheduled Ancient Monument.

HDC have confirmed that the lane closure on the A264 will be in place for 24 hours to minimise the overall duration of the closure. The vegetation clearance works will only take place during the approved working hours.

5. Concerns have been raised by members of the public regarding the condition of the carriageway at the junction of Crawley Road and Lambs Farm Road and at the number of potholes in the Parish that could have a major impact on safety. This will be put forward as an agenda item at the next PET Committee Meeting where members of the committee are invited to raise any areas of concern and any instances of footways and pavements considered to be a danger to pedestrians.

**The Chairman's announcements were NOTED.**

**PET/908/21 North of Horsham Parish Liaison Meeting**

Some minor amendments have been made to the notes from the North of Horsham Parish Liaison Meeting, held on 18<sup>th</sup> February 2021, after they had been circulated to the committee. See attached (Annex 3).

**It was RESOLVED to note the notes of the meeting.**

**PET/909/21 Recycling, Recovery and Renewable Energy and Ancillary Infrastructure (Incinerator) at the former Wealden Brickworks.**

The Parish Council is waiting for an environmental permit application to be available for consideration from the Environment Agency, once available it will be circulated to the committee. To enable operation of the facility an environmental permit is required for the site.

Cllr D. Searle, NHPC's outside body appointee on Biffa Liaison group, notified the committee that at the next Biffa Liaison Group there will be an agenda item regarding Environmental Permits. The result of the meeting will be reported back to the PET Committee. The Committee noted this information.

**It was RESOLVED that the environmental permit application would be considered once the Environment Agency release their consultation.**

**PET/910/21 Consultation  
National Planning Policy Framework (NPPF) and National Model Design Code**

The Ministry of Housing, Communities and Local Government is consulting on the draft text of the revised National Planning Policy Framework and seeking views on the draft National Model Design Code.

The government is proposing to make a number of changes to the National Planning Policy Framework and is looking for views on the amendments set out in this consultation. Most of the changes relate to policy on the quality of design of new development, and which respond to the recommendations of the [Building Better Building Beautiful Commission "Living with Beauty"](#)

[report.](#)

Opportunity has been taken to make a number of environment-related changes, including amendments on flood risk and climate change. The amendments also include a small number of very minor changes arising from legal cases, primarily to clarify the policy. A few minor factual changes have also been made to remove out-of-date text (for example, the early thresholds for the Housing Delivery Test), to reflect a recent change made by Written Ministerial Statement about retaining and explaining statues, and an update on the use of Article 4 directions.

This is not a wholesale revision of the National Planning Policy Framework, nor does it reflect proposals for wider planning reform set out in the Planning for the Future consultation document. A fuller review of the Framework is likely to be required to reflect those wider reforms, subject to decisions on how they are to be taken forward.

The consultation also seeks views on the draft National Model Design Code, which provides detailed guidance on the production of design codes, guides and policies to promote successful design. A commitment was made to seek views on the National Model Design Code as it is expected to be used to inform the production of local design guides, codes and policies and want to ensure it is as effective as possible.

This consultation ends on 27<sup>th</sup> March 2021.

For more information, please follow the link:

<https://www.gov.uk/government/consultations/national-planning-policy-framework-and-national-model-design-code-consultation-proposals/national-planning-policy-framework-and-national-model-design-code-consultation-proposals>

The PET Committee considered the consultation to be outside the scope of the Parish Council and was more appropriate for HDC and WSCC to consult on. However, the PET committee **RESOLVED to respond to consultation requesting that any changes made to the National Planning Policy Framework and National Model Design Code ensure there is no impact on land retained for landscape purposes, for example sites designated as Areas of Outstanding Natural Beauty. The Parish Council emphasise that supporting infrastructures need to be monitored, updated and meet the needs of residents and its growing population.**

## PET/911/21 Planning Appeals

Appeals Lodged:

<b>REASONS FOR APPEAL</b>	Appeal against refusal of planning permission
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<b>APPLICATION REFERENCE</b>	DC/20/0819
<b>WARD</b>	Holbrook West
<b>APPLICATION</b>	Erection of a two storey dwelling with associated off street parking and hard and soft landscaping.
<b>SITE</b>	Land Adjacent Fieldfare North Heath Close
<b>PC COMMENTS</b>	No objection.
<b>APPEAL DECISION</b>	

**It was RESOLVED to NOTE the information regarding the appeals.**

**PET/912/21 Planning Applications**

Members noted receipt of the schedule of Planning Applications received under the Town and Country Planning Act 1990 from HDC since 25<sup>th</sup> February 2021 and considered each application in turn.

**It was RESOLVED that the Committee's comments on each planning application be forwarded to HDC (appended as part of the minutes).**

**PET/913/21 Planning Decisions**

An ongoing schedule of planning decisions made by HDC had been circulated to members of the Committee.

**It was RESOLVED to note the schedule of planning decisions circulated with the agenda.**

**PET/914/21 Date of next Meeting**

The next meeting is scheduled for Thursday 29<sup>th</sup> April 2021 at 7.30pm.

There being no other business, the Chairman closed the meeting at 8.32pm.

.....Chairman

.....Date

**NORTH HORSHAM PARISH COUNCIL  
SCHEDULE OF PLANNING APPLICATIONS FOR CONSIDERATION  
25<sup>th</sup> MARCH 2021**

<b>DC/21/0122 - amended</b>	<b>Roffey North</b>
<b>Site Address:</b> 5 Lambs Farm Close <b>Proposal:</b> Demolition of existing side garage and erection of a single storey rear, two storey side and front porch extensions.	
<b>Parish Council Comment:</b> Objection, no sufficient amendments have been made for the Parish Council to change its original view: Objection due to the proposal being out of keeping with the street scene and the inappropriate design. There is a concern that the loss of parking facilities at the site may cause a negative impact on street parking in the vicinity.	
<b>HDC Decision</b>	

<b>DC/21/0189</b>	<b>Horsham Rural</b>
<b>Site Address:</b> Mayfields 2 Langhurst Close <b>Proposal:</b> Erection of a first floor side extension.	
<b>Parish Council Comment:</b> Objection due to the adverse impact on the street scene and the overdominance of the proposed roof design.	
<b>HDC Decision</b>	

<b>DC/21/0215</b>	<b>Roffey North</b>
<b>Site Address:</b> 4 Aspen Way <b>Proposal:</b> Erection of a part two storey, part single storey side and front extension.	
<b>Parish Council Comment:</b> No objection.	
<b>HDC Decision</b>	

<b>DC/21/0233</b>	<b>Roffey North</b>
<b>Site Address:</b> 2 Rough Way <b>Proposal:</b> Erection of a front porch and a single storey rear extension. Loft conversion to form habitable living space, creation of rear dormer and installation of front rooflights. (Retrospective)	
<b>Parish Council Comment:</b> No objection however, it is felt the roofline is inappropriate to the character of the area and for the roofline to cover the dormer.	
<b>HDC Decision</b>	

<b>DC/21/0252</b>	<b>Roffey North</b>
<b>Site Address:</b> 167 Farhalls Crescent	
<b>Proposal:</b> Surgery to 2 x Oak.	
<b>Parish Council Comment:</b> No objection subject to the comments of HDC's Tree Officer.	
<b>HDC Decision</b>	

<b>DC/21/0253</b>	<b>Roffey North</b>
<b>Site Address:</b> 169 Farhalls Crescent	
<b>Proposal:</b> Surgery to 1 x Oak.	
<b>Parish Council Comment:</b> No objection subject to the comments of HDC's Tree Officer.	
<b>HDC Decision</b>	

<b>DC/21/0262</b>	<b>Holbrook West</b>
<b>Site Address:</b> 5 Pondtail Close	
<b>Proposal:</b> Conversion of existing garage to living accommodation and erection of a single storey rear/side extension.	
<b>Parish Council Comment:</b> Objection due to the overdevelopment of the site.	
<b>HDC Decision</b>	

<b>DC/21/0271</b>	<b>Roffey South</b>
<b>Site Address:</b> 1 Parry Close	
<b>Proposal:</b> Erection of a single storey side and rear extension, erection of a first floor rear extension, and loft conversion with rear dormer and installation of 3 no rooflights.	
<b>Parish Council Comment:</b> Objection due to the overdevelopment of the plot and the negative impact on the street scene.	
<b>HDC Decision</b>	

<b>DC/21/0273</b>	<b>Roffey South</b>
<b>Site Address:</b> 1 Mill Farm Road	
<b>Proposal:</b> Retrospective application for a replacement fence.	
<b>Parish Council Comment:</b> Objection, the proposal is inappropriate to its location and the height of the fence is excessive.	
<b>HDC Decision</b>	

<b>DC/21/0301</b>	<b>Holbrook East</b>
<b>Site Address:</b> 29 Shottermill <b>Proposal:</b> Proposed log cabin to rear garden for storage and formation of parking area to front garden.	
<b>Parish Council Comment:</b> No objection subject to the log cabin only being utilised for storage rather than residential purposes and providing the hard surface for parking is porous.	
<b>HDC Decision</b>	

<b>DC/21/0308</b>	<b>Roffey North</b>
<b>Site Address:</b> 187 Farhalls Crescent <b>Proposal:</b> Surgery to 2 x Oak.	
<b>Parish Council Comment:</b> No objection subject to the comments of HDC's Tree Officer.	
<b>HDC Decision</b>	

<b>DC/21/0309</b>	<b>Roffey North</b>
<b>Site Address:</b> 11 Cottage Close <b>Proposal:</b> Surgery to 1 x Spruce.	
<b>Parish Council Comment:</b> No objection subject to the comments of HDC's Tree Officer.	
<b>HDC Decision</b>	

<b>DC/21/0310</b>	<b>Roffey South</b>
<b>Site Address:</b> 5 Pinetops Forest Road <b>Proposal:</b> Surgery to 1 x Oak.	
<b>Parish Council Comment:</b> No objection subject to the comments of HDC's Tree Officer.	
<b>HDC Decision</b>	

<b>DC/21/0324</b>	<b>Comptons</b>
<b>Site Address:</b> 1 Howard Road <b>Proposal:</b> Erection of a two storey side extension, single storey front extension and conversion of garage to living accommodation.	
<b>Parish Council Comment:</b> No objection.	
<b>HDC Decision</b>	



<b>DC/21/0331</b>	<b>Roffey North</b>
<b>Site Address:</b> 83 Rusper Road <b>Proposal:</b> Conversion of existing garage / store to create ancillary residential accommodation.	
<b>Parish Council Comment:</b> No objection provided conversion will not be used for permanent accommodation.	
<b>HDC Decision</b>	

*Cllr I. Wassell declared a personal interest and did not comment on this application.*

<b>DC/21/0332</b>	<b>Holbrook West</b>
<b>Site Address:</b> Tree Tops North Heath Lane <b>Proposal:</b> Enlargement of first floor dormer to side (northern) elevation.	
<b>Parish Council Comment:</b> No objection.	
<b>HDC Decision</b>	

<b>DC/21/0352</b>	<b>Roffey South</b>
<b>Site Address:</b> 8 Wood End <b>Proposal:</b> Demolition of existing garage and erection of fencing to site boundaries.	
<b>Parish Council Comment:</b> The Parish Council support this application.	
<b>HDC Decision</b>	

<b>DC/21/0590</b>	<b>Holbrook West</b>
<b>Site Address:</b> 25 Quail Close <b>Proposal:</b> Surgery 1 x Oak	
<b>Parish Council Comment:</b> No objection subject to the comments of HDC's Tree Officer.	
<b>HDC Decision</b>	

# **Annex 1**

# **A24 Worthing to Horsham Corridor Feasibility Study**

## **Stakeholder webinar (July 2020) summary report and next steps update**

**March 2021**

### **1. Introduction**

West Sussex County Council has commissioned an options appraisal and feasibility study of the A24 corridor between Worthing and Horsham. The study is intended to provide evidence of existing and future transport issues, generate and sift options for strategic transport improvements across all transport modes to meet future needs, and undertake feasibility designs for potential transport solutions to inform future funding applications.

This note provides a summary of the stakeholder webinar and feedback received from the meeting held in July 2020 as part of stage 1 of the study, and provides an update on the focus of stage 2 of the study.

### **2. July 2020 webinar arrangements**

Due to COVID19 restrictions stakeholder input to the study was invited through attendance at a stakeholder webinar held by Skype on 9<sup>th</sup> July 2020. A wide range of stakeholders were invited to attend the webinar including: County, District, Borough and Parish Council, and South Downs National Park Authority officers and councillors from authorities along or close to the study corridor; transport operators, organisations and local access forums and interest groups; and businesses and resident groups.

There were approximately 50 attendees<sup>1</sup> who joined the webinar. As well as attendance at the webinar, stakeholders were invited to provide comments via a short feedback form included in Appendix A. During the live webinar stakeholders were invited to use the messaging function within Skype or ask questions verbally about the study, while there 22 additional feedback forms or comment emails submitted after the main webinar. These comments are summarised below.

### **3. Webinar content**

#### **3.1 Study background**

The live webinar was led by the project managers for the study. The following background information was introduced:

- The A24 Worthing to Horsham corridor feasibility study is funded through the West Sussex Strategic Transport Investment Programme (STIP).
- The geographic scope of the A24 corridor study includes the A27 Offington Corner, Worthing to A264 Great Daux, Horsham, as well as the A280 Long Furlong. A later study phase is expected to consider the A24 from Great Daux into Surrey subject to further dialogue with Surrey County Council.

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<sup>1</sup> Unfortunately a technical problem meant that a further approximately 10 attendees missed the whole or part of the main webinar. As a result of this the webinar content was re-recorded and made available to all invited stakeholders to re-watch.

- The study aims to address highway issues across modes, support the shift to sustainable modes and support strategic development and economic growth.
- The study is split in to 2 stages. Stage 1 intends to undertake a review of transport policies, identify transport issues and potential solutions, and to sift potential solutions to provide a short list of interventions to meet study objectives. Stage 2 intends to undertake feasibility design work on a short list of schemes leading to the development of a Strategic Outline Business Case for investment.
- There are potential funding opportunities for the study through the Department for Transport Major Road Network designation which covers the A24 and A280 corridor. Consideration of all road users is important for this potential funding.
- There are various committed, non-committed and previously rescinded schemes along the corridor, including committed schemes for junctions to the west of Horsham, cycling schemes identified between Findon Valley and Washington, and the previously rescinded A24 Ashington-Southwater scheme.

### ***3.2 Initial identified A24 Worthing to Horsham transport issues***

The webinar presented the following initial transport issues:

- Traffic volumes and congestion issues at key junctions.
- Safety issues related to central reserve gaps at key junctions and along dual-carriageway sections, and the design standard of the A280 Long Furlong.
- Public transport issues (infrequent services, journey time reliability, limited bus stop access, no direct Worthing-Horsham rail connections).
- Walking and cycling issues (severance, at-grade uncontrolled crossings, lack of suitable facilities).
- Environment issues including in relation to the South Downs National Park (visual, air quality, noise).

### ***3.3 Short listing of potential interventions***

The webinar presented information on the approach to short-listing the schemes:

- Initially approximately 250 potential schemes had been identified by the study and some initial sifting had taken place of schemes clearly not feasible, deliverable, or meeting study objectives.
- It is expected that the study will result in a Strategic Outline Business Case for a package of schemes including schemes with new design work from this study, and schemes where design work has already recently been undertaken.

### ***3.4 Initial shortlist of potential schemes***

The webinar presented initial study views on the short-list of schemes including:

- *Additional junction capacity at key junctions* – including A27/A280, A280/A24 Findon, A283/A24 Washington, A272/A24 Buck Barn and A24/B2237 Hop Oast.
- *Safety measures* – A280 Long Furlong route alignment, A24 Findon access issues, speed limits, Ashington-Southwater gap closures and key junction U-turn opportunities

- *Bus, walking and cycling measures* – including consideration of bus priority for example at A24/B2237 Hop Oast; and walking/cycling measures at various locations along the corridor.

- *Other measures* - to consider as part of key infrastructure interventions along the corridor, including bus layby and stop provision issues, opportunities to address Public Rights of Way (PROW) issues, noise important area and air quality management area issues and South Downs National Park considerations.

### **3.5 Next steps to study**

The webinar presented information on the next steps to the study, including inviting comments through the feedback form (Appendix A), and outlined refinement of the short-list of measures ahead of commissioning stage 2 of the study.

## **4. Stakeholder feedback received from the webinar**

### **4.1 Response themes**

The themes of comments received through the webinar and subsequent feedback form have been summarised into the following themes:

- Highway congestion and rat running comments
- Highway safety and maintenance comments
- Public transport comments
- Walking, cycling and equestrian comments
- Wider environment related comments (air quality, noise, landscape, dark skies)
- Other comments

Comments under each specific theme are summarised below. Each of these comments is being considered as the study progresses.

### **4.2 Highway congestion and rat running comments**

- Concerns raised about HGV/general traffic rat running, including through Thakeham on the B2139, from Ashington to Wiston, on the B2133 north of Ashington and on the A272 through Cowfold, and the potential for A24 improvements and improved signage to encourage HGVs to use the A24.

- Comments concerned that junction capacity interventions on the A24 could encourage more traffic to use routes like the A272 and A283.

- Comments seeking dualling of the A24 between the A27 at Grove Lodge and the A280 Findon roundabout, and a wider complete upgrade of the A24 to the M25.

- Comments raised about Rock Road/A24 junction and volumes of traffic using this junction in relation to developments, e.g. at Thakeham Tiles and Abingworth Nurseries.

- Comment about clarifying what the strategic view is on the role of the A24 i.e. as a 'trunk road' prioritising north-south movements, or as a route that accommodates other modes and addresses severance issues.

### **4.3 Highway safety and maintenance comments**

- Comments raised about speed cameras/average speed cameras, speeding traffic and speed limits.

- Comments raising concerns about various short on and off slips along the A24 corridor.
- Comments raised about the use of collision data to inform study interventions.
- Comments seeking clarity about U turn movements at junction gaps.
- Comments concerned about vehicle turning movements at junctions such as A24/Grinder's Lane.
- Comments made about the importance of gaps in traffic created by Buck Barn traffic signals in enabling resident access to/egress from side roads in the vicinity.
- Specific comments about maintenance issues along the A24 corridor.

#### **4.4 Public transport comments**

- Comments enquiring whether rail is being considered as an alternative to private car along the corridor.
- Comments enquiring whether there is a vision of what level of bus service will be provided along the A24 corridor in future to improve journey times and reliability. Comments enquiring whether an express bus service between Worthing and Horsham has been considered, as this could be faster than a rail service, even with an Arundel rail chord.
- Comments highlighting support for bus priority throughout the A24 Findon Valley.
- Comments raising suggestions about access to bus stops on the A24 where there is no suitable walking routes due to distance or lack of PROW connections, including shuttle buses, bike racks at bus stops and services diverting from the A24 to serve local communities.  - Comments also raising concerns about bus stop laybys and buses slowing down/speeding up to access these.
- A comment raising a concern about any changes to the A24 Washington Bostal junction and impacts on bus services to Washington.

#### **4.5 Walking, cycling and equestrian comments**

- Comments asking about how the competing aims for the study will be evaluated, in particular for cycling and sustainable transport.
- Comment asking whether there a commitment to design to latest cycle design standards.
- Comment asking whether cycle route planning will use joined up thinking to form a network of routes.
- Requests highlighted for dedicated cycling provision along the whole of the A24 and A280 corridor including crossing points, suitable for all users.  - Comments about PROW being cut-off by the A24 and about joining up PROW links in specific areas.  - Comments supporting grade-separation crossing points for pedestrians, cyclists and

equestrians.
- Comments asking what routes are being considered for cycle routes between Southwater and Horsham, and enquiring whether consideration has been given to making Worthing Road from Southwater to Hop Oast a bus and cycle only route.
- Comments welcoming improvements to A24 South Downs Way crossing facilities and highlighting that measures should also provide for equestrians at this is a bridleway.
- Comments requesting improvements to crossing facilities for pedestrians, cyclists and equestrians to the south west of Findon to support preferred housing sites in the Findon Neighbourhood Plan.
- Comments highlighting severance issues faced by equestrians along the study corridor, including suggestions for interventions/improvements at key locations.
- Comments that the corridor study should also be considering the Downs Link path as an attractive cycle path towards Horsham from the south.
- Comment that a Walking, Cycling, Horse-Riding Assessment and Review (WCHAR) should be undertaken as part of the study.

#### ***4.6 Wider environment related comments (air quality, noise, landscape, dark skies)***

- Comments raised about carbon budgets and how carbon net zero will be considered through the study.
- Comment asking whether EV charging infrastructure will be considered.
- Comment asking whether noise improvement such as low noise road surfacing and noise bunds will be considered.
- Comments asking whether other environmental impacts such as on air quality and Dark Night Skies will be considered.
- Comments raised about landscape impacts of potential highway interventions in relation to the South Downs National Park, for example along the A280 Long Furlong.
- Comment raised about net biodiversity gain in relation to PROW interventions.  - Comment about the potential of an eco-land bridge in the vicinity of Knepp Castle Estate to provide a linking biodiversity corridor.

#### ***4.8 Other comments***

- Comments asking about how the study is linking to existing and emerging Local Plans and potential strategic development allocations around the study area.
- Comments concerned that the study will facilitate development at Buck Barn.
- Comment asking how the study is reflecting the financial position the country faces.
- Comment asking how Transport for South East work around COVID-19 recovery e.g. home

working, the role of digital technology and future travel behaviour will be considered.
- Comment asking about whether 5G digital infrastructure improvements to promote and enhance home working will be considered.
- Comment asking whether funding been secured to date to deliver schemes identified through the study.
- Comment asking whether Mobility as a Service (MaaS) applications will be considered as part of the study.
- Comments asking about the next steps for progressing the study interventions and consultation?
- Comments highlighting links to other strategies and policies which should be considered including the TfSE Transport Strategy, the South Downs National Partnership Management Plan and access and walking strategy, and the Findon Neighbourhood Plan.

## **5. Next steps and approach to stage 2 feasibility study**

Since the seminar in July 2020 phase 1 of the study has been completed and phase 2 of the study has been commissioned. The study is focusing on 'at-grade' feasibility designs for improvements at key junctions along the study corridor, taking into account potential development related highway interventions. This includes considering potential improvements for bus priority, pedestrians, cyclists and equestrians at key locations where feasible, and reviewing the provision of bus stops along the study corridor.

Feasibility designs for the study interventions are expected to be shared with stakeholders for comments in early summer 2021.



## **Appendix – stakeholder feedback form**

### **A24 Worthing to Horsham Corridor Feasibility Study feedback form – July 2020**

This feedback form accompanies the A24 Worthing to Horsham Corridor Feasibility Study stakeholder webinar held on Thursday 9<sup>th</sup> July. It should be read in conjunction with the webinar presentation slides. **Please return this form by email to [ltf@westsussex.gov.uk](mailto:ltf@westsussex.gov.uk) by Thursday 23<sup>rd</sup> July.**

Please note it is assumed that you are happy for your comments to be summarised, collated with other comments and shared with stakeholders, unless you advise otherwise.

**Has the study identified the right transport issues for the corridor? Are there any other transport issues that should be considered?**

Please provide your comments:

**Has the study identified the right interventions to be considering further? Are there any other interventions that should be considered?**

Please provide your comments:

**Are there any other comments you would like to make in relation to the A24 Worthing to Horsham Corridor Feasibility Study?**

Please provide your comments:

**Name:**

**Title:**

**Organisation:**

**Email:**

**Phone:**

# **Annex 2**



Legal & General (Strategic Land & Major Projects) Limited

15<sup>th</sup> March 2021

Dear Neighbour

### A264 WORKS NOTIFICATION – Lane Closures

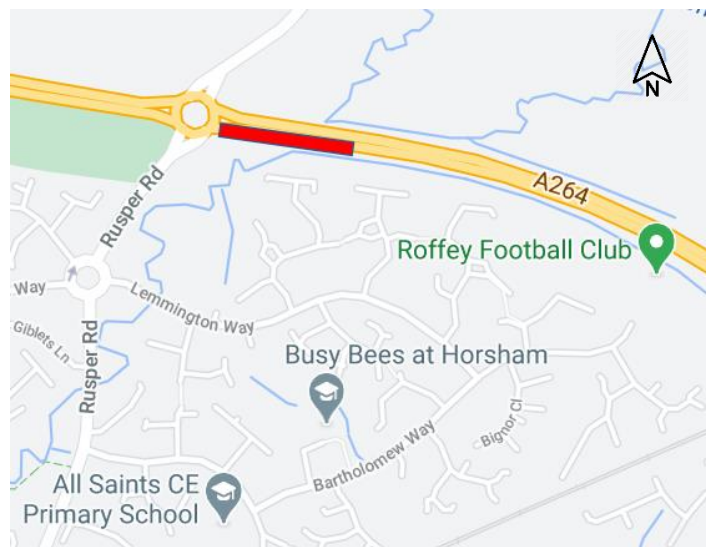
To support the A264 pedestrian/cycle bridge installation later on this year, which has been programmed to coincide with the opening of Bohunt School Horsham at the Land North of Horsham site, we need to carry out some vegetation clearance during the next few weeks.

For the safety of NATTA's operatives, the clearance work requires two periods of lane closures along the A264. The clearance will take place over two stages, as set out in the table below. On both occasions, the lane closure will be along the south side of the A264 heading east from the Rusper Road roundabout. This is shown in the plan below.

For the first stage of works, a lane closure will be in place **from Monday 22<sup>nd</sup> March for 24 hours a day for 5 days**. The second stage of works will require a 2-day closure, currently programmed to take place on **15<sup>th</sup> and 16<sup>th</sup> April for 24 hours per day**.

The clearance works are dependent on an ecologist inspection to ensure that the works do not disturb any nesting wildlife and dormice and a licence has been obtained from Natural England for the works as well.

Traffic Management	Dates	Purpose
Lane closure on south side of the A264 heading east from Rusper Road (as shown on map)	22 <sup>nd</sup> March- 26 <sup>th</sup> March 24 hours per day	Stage 1 vegetation clearance for bridge installation
Lane closure on south side of the A264 heading east from Rusper Road (as shown on map)	15 <sup>th</sup> – 16 <sup>th</sup> April 24 hours per day	Stage 2 vegetation clearance for bridge installation



Please also note that our works requiring the closure of Rusper Road south continue to be on programme. However, we are now also installing a pedestrian crossing island at the bottom of Rusper Road south and extending the adjoining pavements where the road meets the Lemmington Way roundabout. The location for this is shown on the map below, and will provide easier pedestrian access between our development and Horsham. In order to complete this additional work within our existing road closures, NATTA's working hours have been changed. **On Saturdays, working hours have been extended to 8am – 6pm**, instead of 8am – 1pm. Loud works, such as breaking or saw-cutting, will be carried out before 1pm.



We apologise for any disruption caused and will continue to provide regular updates to our mailing lists, to the local Councillors, and to share our works updates and newsletters on our website [www.landnorthofhorsham.co.uk](http://www.landnorthofhorsham.co.uk).

Thank you for your patience and understanding whilst these works take place. Please do not hesitate to contact us if you have any questions.

Yours

Community Liaison Team

Land North of Horsham

[community@landnorthofhorsham.co.uk](mailto:community@landnorthofhorsham.co.uk)

07578 622 578

# **Annex 3**

## Notes from the North of Horsham development Parish Liaison Meeting

held online on Thursday 18<sup>th</sup> February 2021 at 10am

Planning application:- DC/16/1677 – Development on land north of Horsham

**Purpose of the meeting:-** to be updated on and to discuss the development north of Horsham as outlined in agreed Planning Application DC/16/1677. The planning consent is for housing (up to 2,750 dwellings), a business park (up to 46,450 m<sup>2</sup>), retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure and has reserved matters except for access.

### **In attendance**

Cllr Gary Adams – Rusper Parish Council

Georgette Ayling – Head at Bohunt School

Cllr Andrew Baldwin – Horsham District Councillor and West Sussex County Councillor

Katy Bennett – Legal and General (L&G)

Cllr Alan Britten – North Horsham Parish Councillor (Horsham District Councillor) **Chairman of the meeting.**

Cllr Karen Burgess – North Horsham Parish Councillor and Horsham District Council Chairman

Rosemary Couchman – Horsham Churches Together (HCT)

Cllr Richie Gatt – Rusper Parish Council

Bernadette Gledhill – Principal Engineer, Highway Agreements, West Sussex County Council (WSCC)

Joy Gough – North Horsham Community Land Trust Chairman and North Horsham Parish Councillor

Jason Hawkes – Principal Planning Officer, Horsham District Council (HDC)

Cllr Tony Hogben – Horsham District councillor

Laurie Holt – resident

Ian Humble – Cala Homes

Brian Johnson - Langhurstwood Road Residents Association

Alex Jones – Barton Willmore

Andrew McPhillips (AM) – Legal and General

Cllr Richard Millington – North Horsham Parish Council

Hannah Nicholson – Project Manager, Department of Education

Cllr David Searle – North Horsham Parish Council

Louise Shaw – Clerk to Warnham Parish Council

Cllr Alex Shine – North Horsham Parish Council

Cllr John Smithurst – North Horsham Parish Council

Karen Summers – Project Director, Capital Group, Department of Education

Cllr Ray Turner – North Horsham Parish Council

### **1. Welcome and apologies**

Cllr Britten welcomed those in attendance.

Apologies were received from Revd. Richard Coldicott (St Mark's Church) and Fr. Russell Stagg (All Saints Church), Cllr Donald Mahon (North Horsham Parish Council), Neil Hughes (Network Rail) and Simon Clavell Bate (West Sussex CCG).

## **2. Notes from the previous meeting.**

The notes from the previous meeting held on 17<sup>th</sup> November 2020 had been circulated with the agenda.

## **3. Chairman's Update**

Whilst the West Sussex Clinical Commissioning Group's (WSCCG) representative had sent his apologies, he had advised that the north Horsham site remains part of the WSCCG's planning and there is a GP service that is keen to run services there. Jason Hawkes, Horsham District Council (HDC) confirmed that discussions are in their early stages, but that provision of health facilities is supported through the Section 106 agreement and that HDC was looking forward to moving ahead positively on this aspect of the development.

## **4. Update on the development**

Andrew McPhillips (AM) from Legal and General (L&G) reported that current works on Rusper Road (south) from the Lemmington Way roundabout to the A264 and work on the A264 are on track for completion at the end of April 2021. Work will then commence north of the A264 when the new road, bunding work and drainage will continue until September 2021. L&G is working alongside West Sussex County Council (WSCC) to ensure that the necessary permissions are in place to allow the work to be undertaken as efficiently as possible and with minimum disruption. Discussions on the 278 Agreement required for the Highway works was ongoing between L&G and WSCC, but it was considered these were routine exchanges and no delays were foreseen.

The footbridge across the A264 will go straight to design following recent consent (DC/20/2509) as it is hoped to have it completed by the end of the year to coincide with the opening of the Bohunt School. The footbridge forms an important part of the pedestrian and cycle links to the school from Horsham. The Parish Council had raised several concerns in respect of the bridge including that the design should deter acts of vandalism, especially throwing objects from the bridge onto the traffic below. AM noted that the design of the bridge will have to be built to national standards.

Planning application DC/20/2047 for erection of 193 residential dwellings with associated parking, landscaping and open space on land west of Rusper Road, north of the A264 submitted by Cala Homes had been consented and work will start in July 2021. Prior to work starting there will be some ecology work undertaken. Cllr Hogben expressed disappointment that he and his fellow Ward Councillors weren't given the opportunity to comment on this application as he had concerns regarding the level of parking. Jason Hawkes explained that the application was agreed under the scheme of delegation and as it met all of the planning standards did not need to go to committee. He did however, express regret that Ward Councillors were not informed and would rectify that in the future. There was general concern that parking on the development was at a bare minimum, especially when car ownership in this part of the country is higher than the national average and the area is relatively rural and away from Horsham centre.

It was observed that there were 409 parking spaces allowed on the development in accordance with county standards. The garages on site measure 6m x 3m which gives sufficient room for most cars to be parked within their garage and there were a large number of car ports to encourage people to park on their drives.

At this stage it is unclear which roads will be adopted by WSCC Highways, however, it has been proposed that speed limits within the site will be 30mph on primary and secondary streets and 20mph on tertiary streets. There is a process which has to be followed to adopt a

speed limit, so whilst those are the proposals, there may be other factors which mean the final speeds could be different.

Two bus stops are planned to allow those living on the site to access bus services, these will be near the village centre and in the first stage will be near to the bus turning point as the bus route will be extended in stages.

Consideration has been given to lighting on the development as a whole as care has to be taken not to interfere with natural habitats and the ecology of the area. It was noted that the Rusper Neighbourhood Plan which contains a night sky policy is near to being adopted. To reflect the location and associated policies, lighting has been considered with sensitivity to try to reduce light pollution as much as is practical.

Tracking models to ensure that large vehicles including fire appliances, buses, removal lorries and refuse trucks can move freely along the streets and have sufficient turning opportunities have been carried out and the planners are confident that all requirements can be met.

Mindful of the need for affordable housing and suitable homes for senior members of the community, L&G is looking to build some affordable units and retirement homes in Phase 1 with the hope that a planning application is submitted in the next few months. It is hoped that building would start in the autumn. Discussions are currently ongoing with 'Inspired Living' which is a L&G company specialising in sheltered housing. There are 800 homes planned in the first phase of the development.

## **5. Update on Highways projects**

These were included in item 4.

## **6. L&G application for 197 homes.**

A second planning application submitted by L&G for 197 residential units, single story garages, car and cycle parking, new landscaping, drainage and access in the area west of Rusper Road north of the A264 is going through the planning process at the moment. The development has 12.6% affordable housing split between apartments and houses. There are 403 parking spaces, some on individual housing plots and some "on street" in laybys. There is scope for additional parking on secondary streets. The site is bounded by trees and the planners had to balance the need for parking with the need to maintain existing trees. They also had to consider the sustainability of the site and encourage greater use of public transport or walking/cycling etc as part of the golden thread of 'sustainability' running through the National Planning Policy Framework.

All residential units have smart charging points for electric cars and there are additional communal charging points. There will be cycle parking and 100 new semi mature trees will be planted on the development. There is also an informal play area in a central area of the site to encourage places where residents can meet and establish a community. The street lighting plan takes into consideration the need to approach lighting in a sensitive way and is suitable to avoid light pollution to the surrounding rural landscape.

Tracking models have been used to ensure that large vehicles can access all properties. It was confirmed that the model was undertaken when cars were parked on the road to cater for a worst scenario situation. It was observed that there had been a change in behaviour since March 2020 with far more home deliveries. It was noted that this can cause issues, especially in smaller roads where there is nowhere for the vans/ delivery trucks to park safely. It was hoped that consideration had been made within the modelling for larger vehicles as well as parked cars.



Provision has been made for fire hydrants and there has been a dialogue with the fire service as part of the planning process. It was noted there was an error in one of the legends in the Design and Access Statement which will be corrected. It is hoped that work will start in 2022.

## **7. Questions for the developer.**

*Who is likely to be responsible for the ongoing maintenance of landscaped and open spaces generally on the new development north of Horsham, also for street furniture and bus shelters?*

The S106 agreement sets out the arrangements for management of the green spaces and communal areas through management estate companies. It is possible that there could be three companies, taking individual responsibility for residential areas, commercial areas and mixed areas. Maintenance of the green areas and possibly other services will be funded from a charge levied on each property on site.

All primary roads will be adopted, therefore the street furniture (except bus shelters) will also be adopted by either WSCC or HDC. WSCC do not adopt bus shelters so that could be down to the management company, Parish Council or an advertising company, dependant on how each option may fit in with the overall development.

*Could the development be given a name to engender a sense of identity?*

AM is working with a marketing company on a name for the development and they will be finalising the branding within the next 6 to 8 weeks. When agreed, a website will be developed.

*Are there ways to support better communications?*

This question originated because a resident who gave feedback via a consultation did not receive any acknowledgement. This has now been rectified. There was secondary concern when information regarding works that would affect a large number of people wasn't notified to them. This was due to a set of specific circumstances that would be unlikely to be replicated in the future. L&G has looked at their internal communications and how they interact with HDC and WSCC and made improvements. They also issue community updates and stakeholder updates. They are mindful that they have to be proactive when work has a major impact on residents and are continually looking at ways to improve their communication strategy.

*Concern regarding how noise from the A264 will affect existing properties on the south side of the A264. What additional noise mitigation is being considered?*

There is no provision in the S106 for work on the south side of the A264 and there is no intention to offer any compensation to existing properties south of the A264.

It was observed that by 2030 all new vehicles offered for sale will be powered by electric, therefore traffic noise will inevitably reduce. The main noise will come from tyres making contact with the road surface and perhaps this is something that WSCC could look at. Unfortunately motorcycle noise will always be in issue as there are no restrictions on the method by which they are powered, nor any deadlines in place for them to attain being powered by electric.

The new roundabout on Rusper Road will be signalised, therefore there should be less noise and better safety along that stretch of the A264.

## **8. Update on the Bohunt School**

The Head of Bohunt School reported that Years 7 and 8 at the Bohunt School are full and that there is a waiting list of pupils waiting to join the school. The lease for the school's temporary accommodation on Hurst Road had been extended to December 2021 and a new year group will be joining the school in September which has been facilitated by the ability to secure the site next to the current building on Hurst Road for 1 term.

Staff and pupils were looking forward to moving to the new site and they have been kept involved with the building of the new school. Students had been invited to sign a joist that will be installed in the building to commemorate those who were the first learners at the school on the new site.

The Bohunt School generally performs well, which has been borne out by 95% of pupils engaging in remote learning during lockdown restrictions brought in by the government as a measure to restrict the spread of Covid 19. This is much higher than the national average. The Head once again invited stakeholders to visit the vibrant school community to see for themselves what the school was about, both at Hurst Road and then again on the new site, so that the difference could be appreciated.

The Project Director, Capital Group, Department of Education, reiterated that the focus for all concerned remains the delivery of the necessary operational facilities to allow the new secondary school to open for pupils in January 2022. It has been unfortunate that some of the delays have been outside the control of all concerned, but the additional facilities that have been secured for one term, should give sufficient time for the new school to open. Securing additional accommodation has had an associated cost, but it was a necessary step to take to ensure that the school's operation wasn't too badly disrupted.

## **9. North Horsham Community Land Trust**

The Chair of the NHCLT advised that several funding opportunities have become available to fund community housing schemes up to the planning stage, to regenerate buildings and to help set up community housing trusts, but at the moment the NHCLT aren't in a position to benefit.

The NHCLT is investigating a small number of sites where there is a possibility of repurposing existing empty buildings to provide affordable rented accommodation. The group continue to get support from Action in Rural Sussex (AiRS) and the Sussex Housing Hub and have launched their website [www.northorshamclt.org](http://www.northorshamclt.org)

## **10. Questions , comments from Rusper Parish Council**

Questions posed by the Rusper Parish Council representatives had already been covered earlier in the meeting. Appreciation was expressed to NATTA who had made concerted efforts to keep mud off the road up to Rusper, despite some very wet and difficult conditions.

## **11. Updates from other organisations**

There were no updates.

## **12. Any other comments**

There was no news about the commercial properties as yet.

Churches in Horsham are continuing to offer opportunities for worship throughout the pandemic in a variety of ways including online and in person. Churches Together are looking

forward to seeing whether the hybrid approach will continue over the next months / years.

They are working with the school on the new development.

The Chairman of the Horsham Town and Community Partnership wished to confirm that the Riverside Walk will not be routed through built up areas and hoped to work with L&G at the appropriate time for the avoidance of this. Phase 2 of the development will affect the route of the Riverside Walk, but the development of that phase is some way off.

A question was asked regarding proposals for extending the platform at Littlehaven Station.

Neil Hughes (Network Rail) confirmed after the meeting that:-

*“This project is subject to finalised funding. Costs are being reviewed / justified after the Coronavirus outbreak.*

*The proposal is for Littlehaven to receive an extended platform in the down direction (trains from London heading to Horsham).*

*This is to reduce the amount of time the barriers are down on Rusper Road as well as passenger benefits that all carriages will be on the platform. The London bound platform will remain unchanged.*

*The crossing on Parsonage Road will become a full barrier crossing (fully protected and controlled by a signaller). At present the crossing is automatic and works by an approaching train striking a treadle to lower the barriers.*

*A lot of work will be carried out during August 2021 when there are no trains at Horsham so that signalling and track works can be carried out.*

*It is expected that completion of works will be by June 2022 when both crossings will benefit from these safety led improvements.”*

It was suggested that sales and marketing for the houses that are being built in phase 1 will possibly start at the end of 2021.

### **13. Conclusion and date for next meeting**

There being no further business, the Chairman closed the meeting at 11.35am and noted that the next meeting would be scheduled for w/c 10<sup>th</sup> May 2021 online. The actual date would be circulated in due course.