

**NORTH HORSHAM PARISH COUNCIL
PLANNING, ENVIRONMENT AND TRANSPORT COMMITTEE
THURSDAY 29TH APRIL 2021 AT 7.30pm
VIA ZOOM VIDEO CONFERENCE**

CLERK'S REPORT TO BE READ IN CONJUNCTION WITH THE AGENDA
Numbers relate to those on the agenda.

1. Public Forum

The Public Forum will last for a period of up to 15 minutes during which members of the public may put questions to the Council or draw attention to relevant matters relating to the business on the agenda. Each speaker is limited to 3 minutes. Business of the meeting will start immediately following the public forum or at 7.45pm whichever is the earlier.

3. Declaration of Interests

Members are advised to consider the agenda for the meeting and determine in advance if they may have a Personal, Prejudicial or a Disclosable Pecuniary Interest in any of the agenda items. If a Member decides they do have a declarable interest, they are reminded that the interest and the nature of the interest must be declared at the commencement of the consideration of the agenda item; or when the interest becomes apparent to them. Details of the interest will be included in the Minutes.

Where a Member has a Prejudicial Interest (which is not a Disclosable Pecuniary Interest), Members are reminded that they must now withdraw from the meeting chamber after making representations or asking questions.

If the interest is a Disclosable Pecuniary Interest, Members are reminded that they must take no part in the discussions of the item at all; or participate in any voting; and must withdraw from the meeting chamber; unless they have received a dispensation.

5. Chairman's Announcements

There are no Chairman's Announcements.

6. Land south of Newhouse Farm – Public Inquiry

The Parish Council's objections to Land south of Newhouse Farm (DC/20/0470) were sent to the Planning, Environment and Transport (PET) Committee prior to them being agreed by the Parish Council's delegated contingency plan and being submitted to the Planning Inspectorate. The objections were not tabled at the PET Committee meeting on 25th March 2020 and so are subsequently attached (Annex 1) for noting.

7. Parking on grass verges – Roffey Corner

The request for support in the PET Committee's Traffic Regulation Order (TRO) for double yellow lines at Crawley Road, between the bus stop and the traffic lights, was advertised on 9th October 2020 in the Horsham Pages, on the Parish Council's website and letters were sent to houses between the effected site on Crawley road, including

the houses in Rutherford Way. West Sussex County Times were also notified of the advertisement for use in their paper.

Due to Covid-19 the project had to be delayed but the Parish Council continued to note any public support received. The TRO year runs from 1st August – 31st July. The application was unable to be put forward to the County Local Committee (CLC) in November 2020 and so is to be submitted before 31st July 2021 to go to the CLC meeting in November 2021.

The Parish Council has received 15 people in support of the TRO. 2 residents did not support the application, both due to insignificant parking in the area and 1 further stating the additional double yellow lines will cause an increase in the blocking up of their driveway. A suggestion was put forward, in place of the double yellow lines, for an addition of a layby. No additional comments from the community have been received since January 2021.

The TRO application, as agreed at the PET Committee meeting on 20th February 2020 (Annex 2), notes the possible negative impact by indicating the reduction of on street parking and the possible impact parking on neighbouring roads.

8. 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 attended BritaniaCrest Community Liaison Group meeting at the end March 2021 and noted an update regarding the Incinerator (Annex 3).

9. A24 Worthing to Horsham Feasibility Design

A24 Worthing to Horsham Feasibility Study Stakeholder Webinar Summary Report (Annex 4). 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 Councils will be responding to this as individual Councils or with a joint response.

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-andprojects/road-projects/a24-robin-hood-junction-improvement/>

10. Condition of carriageways and footways

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.

11. Stopping up order – Parsonage Road

On 2nd July 2021 at 2pm, sitting at Brighton Magistrates Court, West Sussex County Council (WSCC) intends to apply for an Order under section 116 of the Highways Act 1980 authorising the stopping up of an area of the highway at Parsonage Road, shown hatched red on the attached plan (Annex 5), on the ground that the highway is unnecessary. The Order will be to extinguish all public rights of way over the land.

12. Planning Appeals

There are no Planning Appeals.

Annex 1



North Horsham Parish Council

Roffey Millennium Hall, Tel: 01403 750786 (Office & Hall Bookings)
Crawley Road, Horsham, Roffey Millennium Hall, North Heath Hall
West Sussex, RH12 4DT Holbrook Tythe Barn
Email: parish.clerk@northhorsham-pc.gov.uk Website: www.northhorsham-pc.gov.uk

The Planning Inspectorate
Room 3/J Kite Wing
Temple Quay House
2 The Square
Bristol
BS1 6PN

8th March 2021

Dear Sir/Madam,

North Horsham Parish Council strongly object to the planning application DC/20/0470 - Land South of Newhouse Farm Old Crawley Road - Outline application for the erection of 473 dwellings, with new access provided off the Crawley Road, with associated areas of open space and landscaping. All matters reserved apart from access.

The reasons for objection are set out below:

1. Public Concern

The Parish Council has received a multitude of serious concerns from members of the public and local residents on the negative impact on the community and standard of life the development will introduce and exacerbate.

2. Detimental Impact on the High Weald Area of Outstanding Natural Beauty (AONB)

The site is located within the High Weald Area of Outstanding Natural Beauty. The National Planning Policy Framework (NPPF) states that “great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty.” The NPPF goes on to say that “Planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest.”

The High Weald AONB unit assessment identifies that the proposed planning application constitutes “major development” under paragraph 172 of the NPPF and has the potential for significant adverse impact on the AONB’s purpose to conserve and enhance natural beauty (as defined by the High Weald AONB Management Plan).

The Parish Council is in full support of the High Weald AONB Unit objections to the proposal, which states the development converses the objectives of the High Weald AONB Management Plan, as it causes:

1. Significant harm to the AONB by detracting from the rural character, sense of naturalness and tranquillity of this part of the AONB and the setting of historic routeways;
2. A loss of fields for agricultural production;
3. Damage to the habitat of the priority woodland within the site and the ancient woodland adjacent to it. This includes the impact on local residents and their pets in using the woodland as amenity space.

3. ‘Not Currently Developable Land’

The application relates to land shown as “not being currently developable” on the Horsham District Council Strategic Housing and Economic Land Availability Assessment” (SHELAA)

4. Local Infrastructure is at its Capacity

The current infrastructure in the area is not able to accommodate the overwhelming increase in population that additional development will generate. For example, doctors’ surgeries are already oversubscribed. In addition, there is a need for lower cost and affordable housing in this area. There are no specific details regarding the split between social housing and shared ownership within the application.

North Horsham has been forced to take on the development north of the A264 for 2,750 dwellings, including a new schools, retail area and business park. This major development will increase traffic movements and congestion/queuing on the A264, further impacting the B2195, Crawley Road. The Moorhead Roundabout, which connects Crawley Road and the A264, is expected to be signalised as part of the North of Horsham Development. The Newhouse Farm proposal indicates that ‘non-standard’ traffic signals would be provided at the Crawley Road/Old Crawley Road and Earles Meadow Junction. Combined with the entrance to the new development, it is felt that this would have the potential to further increase queuing, congestion and driver confusion due to its close proximity to the roundabout.

The Parish Council notes and agrees with the observations of the HDC Officer report which observes that whilst access and modelling work was undertaken, it was done under the assumption that the development at Kilnwood Vale is completed, which is incorrect. The development has further phases to build. The applicant has not, therefore, demonstrated to the satisfaction of the Local Planning Authority that the construction and use of the access onto the B2195 Crawley Road will not give rise to unacceptable safety issues and increased hazards for users of the public highway. In addition, it has not been demonstrated that the development would not give rise to severe highway capacity impacts on the local highway and work that cannot be cost effectively mitigated. It is observed that the proposal therefore conflicts with paragraphs 108(b) and 108(c) of the NPPF and Policy 40 of the

In addition to the north of Horsham development, North Horsham has taken significant development in other locations within the parish which have attracted a substantial amount of public interest and concern. These include the former Novartis site on Parsonage Road and the former Novartis car park opposite, development on the former Holbrook Club site on North Heath Lane and probably most significantly, the agreement to build an incinerator plant on Langhurstwood Road. Other smaller infill sites shown on the SHELAA have also been developed. It is felt that the impact of a further substantial development in the Parish will place too much pressure on the wellbeing of those living within the Parish. This is clear from the unprecedented local opposition to the application.

5. Environmental Impact

In addition to the impact on the AONB, as described above, the development will have negative implications on the environment.

The development site is visible from Earles Meadow open space that is owned and maintained by the Parish Council. The development site is highly visible from the eastern end of the open space, west of Crawley Road and just south of the Earles Meadow roadway. Construction on the site would have a detrimental effect on the views from this area and destroy the pleasant rural aspect constantly used by members of the public. The construction of housing on the site would urbanise the area. The Riverside Walk, a very popular route, will lose many of the views and scenic aspects due to the obstruction of the houses.

There are concerns that the surface water from the development will be discharged into the stream that crosses between the Upper and Lower Meadows of the Earles Meadow Estate. This stream passes under the Horsham to Crawley railway line through a culvert which on occasions is not capable of taking the exiting flow of water.

It is considered for the above reasons that the Parish Council objects to the proposal to develop the land south of Newhouse Farm in the strongest of terms and would press that the appeal against refusal by Horsham District Council to grant consent should be dismissed. I would also confirm that when details of the appeal procedures become available, the Parish Council will wish to make representations at the hearing.

Yours faithfully

Pauline Whitehead BA(Hons) FSLCC
Clerk to the Council

Annex 2

Draft TRO application for double yellow lines at Roffey Corner (Crawley Road)

Name of the local county councillor you have discussed this request with

Enter the name of the [local county councillor \(opens in new window\)](#) you have contacted to discuss this request with.

Cllr Andrew Baldwin and Cllr Liz Kitchen

Name of the road(s) you would like the TRO on

Enter details of the roads you are requesting the TRO on.

From the bus shelter/bus stop road markings on Crawley Road to the traffic lights on Roffey Corner.

Type of TRO requesting

Enter details of the type of TRO you are requesting, such as weight restriction, loading bay, change to speed limit.

Double yellow lines.

Why is the TRO necessary?

Enter details of why you think this TRO is necessary, including the particular problem you think it will address.

Prevents damage to the grass verge adjacent to the proposed double yellow lines, reducing ongoing maintenance costs for West Sussex County Council.
Reduces traffic congestion for commuters leading up to the traffic lights on Roffey Corner by increasing the capacity of the left turn only lane.
Increases the aesthetic look to the local area.

Is the TRO likely to have a further impact on adjacent/other roads/routes?

Enter details if this TRO request will impact on other roads. For example, if it's a one-way street, what other roads would be affected or can a right turn be implemented safely by all vehicles?

Reduces the capacity of on street parking which could subsequently impact parking on neighbouring roads.

Annex 3



UPDATE ON WEALDEN WORKS 3Rs FACILITY

Please find below a summary update on progress on the 3Rs Facility at Wealden Works.

1. It is probably no surprise that progress on the 3Rs Facility has been more challenging due to the lockdown and Covid-19 restrictions. It has not been possible to have face-to-face meetings and since all experienced suppliers of EfW plants are non-British, it has not been possible for potential suppliers to enter the country, let alone visit the site. As a result, most of the efforts has concentrated on structuring the project for financing. The total project value is likely to be around £200 million, so it is a complex activity. A number of offers have been received, and details have to be commercially confidential at this stage.
2. A precise programme for commencement of construction has not been established as it depends on the financing. Offers have been received for the construction of the facility, but these are now held until the finance is finalised. The programme is still expected to take 36 months from commencement of construction to completion of commissioning.
3. Before construction can start, there are further geotechnical investigations to be carried out. There are also buildings and other structures to be demolished, and there is a planning condition that requires some archaeological investigation to be carried out. Meanwhile, Britaniacrest Recycling has ongoing contracts that need to continue to be discharged, so these pre-construction activities will have to be phased to keep the site useable for as long as possible. The transition programme has not yet been established, but the CLG will be informed when activities are to be performed on the site.
4. Planning conditions are still in progress of being cleared. We are having to develop an alternative strategy concerning the Great Crested Newts as although we detected newt DNA, we cannot find any newts. This work is ongoing. We are also not likely to clear the Construction Environmental Management Plan until the construction contractor is appointed. Not all conditions are required to be cleared ahead of commencing construction and some are never cleared, and they just require compliance. There have been no variations to the conditions. There have been no design changes.

5. One of the planning conditions was the requirement for a new constitution of the CLG. This has been completed and agreed with WSCC. It is for the CLG and WSCC to agree when the new constitution should be implemented.
6. The application for the Environmental Permit was submitted to the Environment Agency in October 2020. An officer was appointed to review the application in early March 2021. She will now proceed to make sure everything necessary has been submitted and call for any further information if required. The application will then be advertised by the EA and put up for public consultation. Copies of the application will be made available to the public by the EA. I cannot assess when this will be as it is totally under the control of the EA.
7. The export of heat from the plant was discussed with Legal & General but they did not wish to consider district heating. Discussions on the prospect of heat export are underway with Weinerberger. There are technical and commercial matters to be considered and these are likely to take some months to complete. The CLG will be kept informed of progress.
8. Questions were asked regarding the Dispatches programme 'Dirty Truth About Your Rubbish'. Following a request, the industry response was issued by the Environmental Services Association, which is the official trade body for the waste industry and of which I am a member. Britaniacrest Recycling is not a member of the UK Plastics Pact as this is an organisation managed by WRAP for organisations with significant influence on plastic packaging. The company does not qualify. The company continues to support recycling as the preferred means of waste management but is subject to Government policy and cannot influence whether people segregate their waste properly or not.

Keith Riley
23 March 2021

Annex 4

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 9th 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 attendees¹ 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.

¹ 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

<ul style="list-style-type: none">- 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.
<ul style="list-style-type: none">- 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.
<ul style="list-style-type: none">- 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.
<ul style="list-style-type: none">- 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

<ul style="list-style-type: none">- Comments raised about speed cameras/average speed cameras, speeding traffic and speed limits.

<ul style="list-style-type: none"> - Comments raising concerns about various short on and off slips along the A24 corridor.
<ul style="list-style-type: none"> - Comments raised about the use of collision data to inform study interventions.
<ul style="list-style-type: none"> - Comments seeking clarity about U turn movements at junction gaps.
<ul style="list-style-type: none"> - Comments concerned about vehicle turning movements at junctions such as A24/Grinder's Lane.
<ul style="list-style-type: none"> - 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.
<ul style="list-style-type: none"> - Specific comments about maintenance issues along the A24 corridor.

4.4 Public transport comments

<ul style="list-style-type: none"> - Comments enquiring whether rail is being considered as an alternative to private car along the corridor.
<ul style="list-style-type: none"> - 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.
<ul style="list-style-type: none"> - Comments highlighting support for bus priority throughout the A24 Findon Valley.
<ul style="list-style-type: none"> - 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.
<ul style="list-style-type: none"> - Comments also raising concerns about bus stop laybys and buses slowing down/speeding up to access these.
<ul style="list-style-type: none"> - 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

<ul style="list-style-type: none"> - Comments asking about how the competing aims for the study will be evaluated, in particular for cycling and sustainable transport.
<ul style="list-style-type: none"> - Comment asking whether there a commitment to design to latest cycle design standards.
<ul style="list-style-type: none"> - Comment asking whether cycle route planning will use joined up thinking to form a network of routes.
<ul style="list-style-type: none"> - Requests highlighted for dedicated cycling provision along the whole of the A24 and A280 corridor including crossing points, suitable for all users.
<ul style="list-style-type: none"> - Comments about PROW being cut-off by the A24 and about joining up PROW links in specific areas.
<ul style="list-style-type: none"> - 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 9th July. It should be read in conjunction with the webinar presentation slides. **Please return this form by email to ltw@westsussex.gov.uk by Thursday 23rd 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 5

On behalf of WEST SUSSEX COUNTY COUNCIL

Section 116 of the Highways Act 1980

Stopping up of highway

Notice of intention to apply

NOTICE is given that the WEST SUSSEX COUNTY COUNCIL as Highway Authority for the County of West Sussex intends to apply to the Magistrates Court sitting at BRIGHTON MAGISTRATES COURT at 2pm on 2 JULY, for an Order under section 116 of the Highways Act 1980 authorising the stopping up of an area of the highway at Parsonage Road, Horsham, shown hatched red on the attached plan 14111_S247 (Plan) on the ground that the highway is unnecessary. The effect of the Order will be to extinguish all public rights of way over the said land.

A copy of the Plan may be inspected free of charge at all reasonable hours Monday to Fridays (excluding bank holidays and public holidays) at the offices of West Sussex County Council at County Hall, West Street, Chichester, West Sussex PO19 1RQ until the date of the hearing.

Any person to whom this Notice has been given or who uses the highway specified or who would be aggrieved by the making of the Order may appear before the Magistrates' Court to raise an objection or make a representation on the application. Any objection or representation should also be notified to the Magistrates Court. A copy of the objection or representation should also be sent to the address given below.



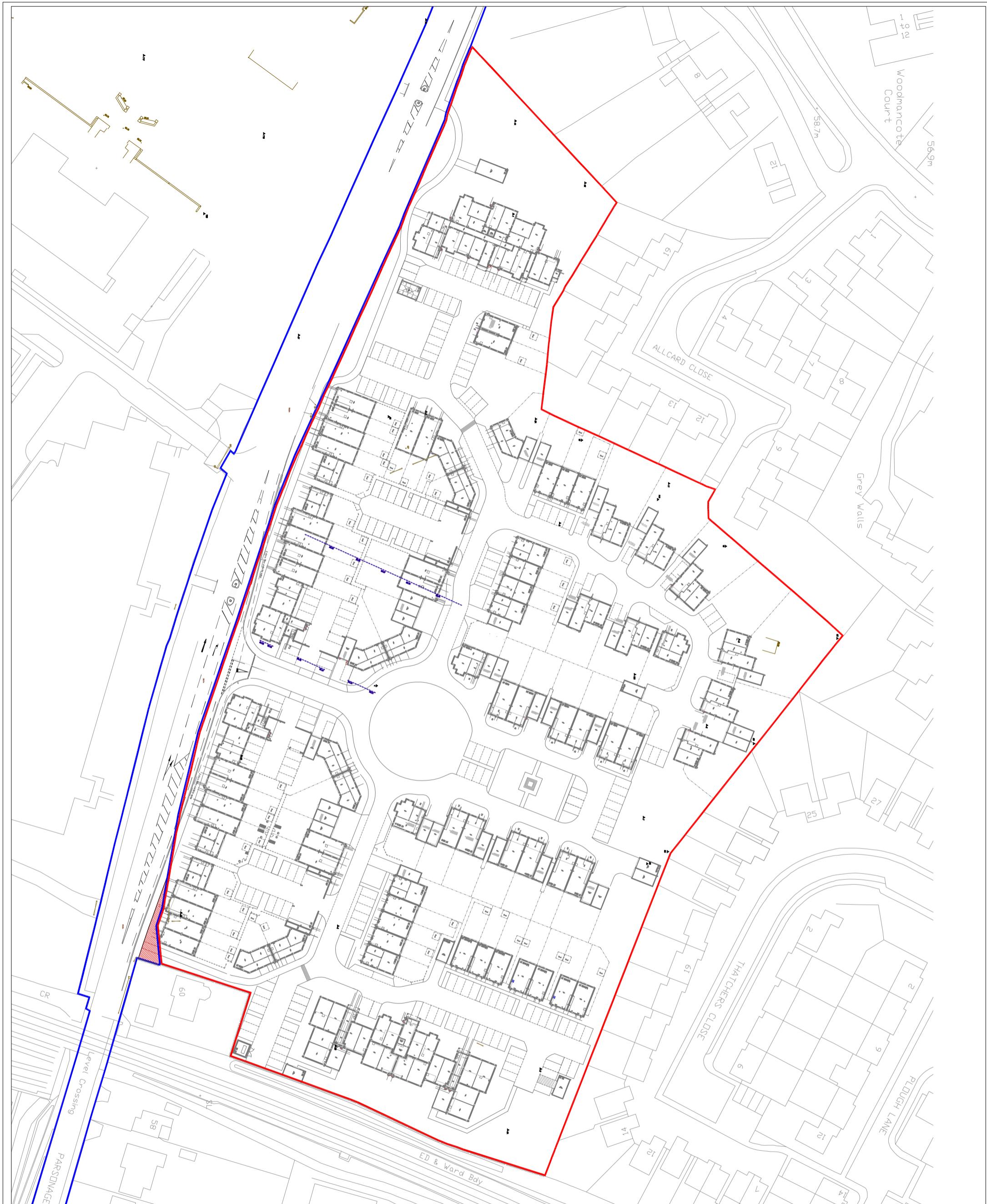
Dated: 14.April 2021

[SIGNATURE OF SOLICITOR]

Gateley Legal, FAO Joanna Gliddon

Gateley Legal

2000 Cathedral Square, Cathedral Hill, Guildford Surrey, GU2 7YL



Key

	Site Boundary
	Highways Boundary
	Area to be Stopped Up

Project: NOVARTIS SITE, PARSONAGE ROAD
HORSHAM, WEST SUSSEX

Rev: Description Date By

22/02/2021 27/11/2020 MM
27/11/2020 MM

SECTION 247 PLAN

Linden
HOMES

Scale	1:1000@A3	Drawn	KM
Date	31/03/2020	Checked	
File	14111	Drawing	14111_S247