



**MINUTES OF A MEETING OF NORTH HORSHAM PARISH COUNCIL
PLANNING, ENVIRONMENT AND TRANSPORT COMMITTEE
HELD ON THURSDAY 24th FEBRUARY 2022 AT 7.30pm.**

Present: Committee Members

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/1000/22 Public Forum

There were no members of public present.

PET/1001/22 Apologies for absence

There were apologies and reasons for absence from Cllr Mrs R. Ginn.

The apologies for absence were NOTED.

PET/1002/22 Declarations of Interest

There were no declarations of interest.

PET/1003/22 Minutes

The Minutes of the Committee Meeting held on 27th January 2022 were agreed and signed by the Chairman as a true record.

PET/1004/22 Chairman's Announcements

1. Lists of planning compliance cases received from Horsham District Council (HDC) since 27th January 2022 has been circulated to members of the Planning Committee.
2. Following reports of unauthorised work being undertaken on land West of Pipers Hollow, Forest Road, a site visit was undertaken by HDC. A Temporary Stop Notice has been issued.
3. West Sussex County Council's (WSCC) Assistant Area Highways Manager has confirmed that the 'Special Project' status for the scheme to fix the inconsistent HGV signs around Horsham Enterprise Park's locality, include a dedicated HGV sign posted route for the Horsham Enterprise Park, and to inform Satellite Navigation companies of any regulatory changes, has been approved for the financial year 2022/2023. Time scales of the scheme are yet to be confirmed.
4. WSCC has been undertaking a feasibility study of potential improvements to the A24 Worthing to Horsham corridor. The study has focused on 'at-grade' feasibility designs for improvements at key junctions along the study corridor including at Findon,

Washington, Dial Post, Buck Barn and Hop Oast (between Southwater and Horsham), taking into account potential development related highway interventions. The study has also considered potential improvements for bus priority, pedestrians, cyclists and equestrians at key locations where feasible, and reviewed the provision of bus stops along the study corridor. Cllr R. Turner attended webinar meeting on 17th February 2022 where WSCC presented the feasibility designs. An FAQ document can be found attached (Annex 1). WSCC invited those that attended to provide feedback by 14th March 2022. Cllr R. Turner will be providing this and circulating it to committee members.

5. Attached (Annex 2) is an update regarding the consultation for Britaniacrest Recycling Limited's environmental permit variation application for Wealden Works Recycling, Recovery and Renewable Energy Facility.
6. HDC Street Naming has received an application from Legal and General for street naming for the development north of Horsham. The developers have proposed 'Lancet Drive' (Annex 3), this is on the 'Name for use' list.

North Horsham Parish Council (NHPC) agreed the 'Names for use' list at the meeting in October 2021. This is the list HDC/the developer is using to name the roads. At the October 2021 Planning, Environment and Transport (PET) committee meeting it was further requested that the committee be consulted on each street naming and numbering for the north Horsham development. HDC have notified NHPC that the additional step to get NHPC to approve the street name is causing delays to progress further with this section of the development.

Due to this, the application for Lancet Drive will be decided by the Parish Council's scheme of delegation.

To prevent any delays to the development in the future an agenda item will be included on the PET committee meeting held on 28th April 2022 to cease the request for HDC to consult the Parish Council as and when each street naming and numbering application is received for the North Horsham development, unless the street name is not listed on the previously agreed 'Names for use' list.

The Chairman's announcements were NOTED.

The meeting was adjourned for a brief presentation from the Save West of Ifield community group (SWI).

PET/1005/22 Homes England – West of Ifield development

SWI are looking to hold a public meeting in the Horsham/Roffey area regarding Homes England's planning proposal for an additional 10,000 homes between Horsham and Crawley. Prior to this, SWI have sought to discuss the proposal with the Parish Council and to ascertain its position. SWI are opposed to the development and are currently in the process of building a case for objection and have employed a Planning Consultant to assist with legal issues. Some key areas of concern for SWI are; excessive housing and unaffordable housing, erosion of strategic gap between Horsham and Crawley, poor road link design, loss of recreational greenspace, destruction of ancient woodland, hedgerows, biodiversity and flood plain, Crawley infrastructure will be overwhelmed, too close to Gatwick Airport, historic well-used golf course will be gone.

At the Parish Council's PET Committee meeting held on 20th February 2020 the Committee resolved to respond to the consultation highlighting concerns regarding the wider impact the development will generate; increased transport movements, depletion of environmental assets and the subsequent affects this imposes, particularly in relation to drainage issues for the southwest of Horsham.

Follow the link for more information about the development -

<https://www.gov.uk/government/consultations/west-of-ifield>. Please note that the consultation closed on 1st December 2020.

It was RESOLVED;

- 1. That the committee require additional time to consider a response and position on development. The item will be reassessed at the next PET meeting.**
- 2. To support for there to be a public meeting in the north Horsham area, which could be in one of NHPC's community venues.**

PET/1006/22 HDC Draft A Boards Policy Consultation

HDC's draft A Notice Boards policy (Annex 4) is primarily aimed at issues arising within Horsham Town Centre, following Member and Neighbourhood Council concerns, although as drafted would be a District wide policy. HDC have not been aware of any significant issues in the NHPC area. HDC are open to any comments NHPC has on the policy including whether the policy should solely relate to Horsham Town centre. HDC will be discussing the policy at their next Horsham Town Policy Development Advisory Group which is due to meet in March 2022.

It was RESOLVED to respond to HDC;

- 3. Supporting the A Boards Policy and for it to be upheld district wide.**
- 4. Advising on areas of concern:**
 - Norfolk Arms Public House,**
 - The Star Public House,**
 - All shopping parades in the Parish area such as Fitzalan**

Road, Coltsfoot Drive, Bartholomew Way,
 • The Café soon to be established in Crawley Road, at Roffey Corner, has the potential to cause issues.

PET/1007/22 Planning Appeals

Appeals Lodged:

REASONS FOR APPEAL	Appeal against refusal of planning permission
APPLICATION REFERENCE	DC/21/2088
WARD	Roffey North
APPLICATION	Erection of a two storey three bedroom detached dwelling.
SITE	26 Amberley Road
PC COMMENTS	Objection due to the overdevelopment of the site and the negative impact on the street scene.
APPEAL DECISION	

Appeals Decided:

REASONS FOR APPEAL	Appeal against refusal of planning permission
APPLICATION REFERENCE	DC/21/1285
WARD	Roffey South
APPLICATION	Erection of boundary wall with vehicular access gate and pedestrian gate.
SITE	11 Elgar Way
PC COMMENTS	Strong objection: The boundary wall is onerous and entirely inappropriate to its location and the open plan nature of the estate.
APPEAL DECISION	Appeal Dismissed

It was RESOLVED to note the information regarding the appeals.

PET/1008/22 Planning Applications

List of applications attached.

Members noted receipt of the schedule of Planning Applications received under the Town and Country Planning Act 1990 from HDC since 27th January 2022 and considered each application in turn.

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

PET/1009/22 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/1010/22 Date of next Meeting

The next meeting is scheduled for Thursday 24th March 2022 at 7.30pm.

There being no other business, the Chairman closed the meeting at 8.52pm.

.....Chairman

.....Date

NORTH HORSHAM PARISH COUNCIL
SCHEDULE OF PLANNING APPLICATIONS FOR CONSIDERATION
24th FEBRUARY 2022

DC/21/2474	Holbrook East
Site Address: 81 Tern Avenue	
Proposal: Partial conversion of garage to form a home office.	
Parish Council Comment: No objection.	
HDC Decision	

DC/21/2694 – amendments	Comptons
Site Address: 1 Millais Court Manor Fields	
Proposal: Erection of a part single storey and part two-storey rear extension.	NHPC previous comment: No objection.
Parish Council Comment: No objection.	
HDC Decision	

DC/21/2853	Roffey North
Site Address: 177 Farhalls Crescent	
Proposal: Surgery x1 Oak	
Parish Council Comment: No objection subject to the comments of HDC's Tree Officer.	
HDC Decision	

DC/21/2864	Roffey South
Site Address: 11 South Holmes Road	
Proposal: Surgery x2 Oak	
Parish Council Comment: No objection subject to the comments of HDC's Tree Officer.	
HDC Decision	

DC/22/0042	Roffey North
Site Address: 18 Willow Road	
Proposal: Fell conifer hedge (8 x conifers) T036	
Parish Council Comment: No objection subject to the comments of HDC's Tree Officer.	
HDC Decision	

DC/22/0066	Roffey South
Site Address: 25 Church Road	
Proposal: Erection of a single storey side and rear extension.	
Parish Council Comment: Objection due to the overdevelopment of the site and the subsequent parking issues it will cause in the local vicinity.	
HDC Decision	

DC/22/0087	Horsham Rural
Site Address: Cedars Old Holbrook	
Proposal: Removal of existing conservatory and erection of a single storey side and rear extension.	
Parish Council Comment: No objection.	
HDC Decision	

DC/22/0098	Holbrook East
Site Address: 17 Tennyson Close	
Proposal: Erection of a single storey side and front extension.	
Parish Council Comment: No objection.	
HDC Decision	

DC/22/0101	Comptons
Site Address: Jewson Builders Merchants Crawley Road Roffey	
Proposal: Extension to existing warehouse and formation of new external pedestrian ramp.	
Parish Council Comment: No objection.	
HDC Decision	

DC/22/0112	Roffey South
Site Address: 2 Rutherford Way	
Proposal: Installation of a rear elevation box dormer (Lawful Development Certificate - Proposed).	
Parish Council Comment: No objection.	
HDC Decision	Withdrawn

DC/22/0113	Roffey South
Site Address: 24 Elgar Way	
Proposal: Erection of a first floor rear extension.	
Parish Council Comment: No objection.	
HDC Decision	

DC/22/0124	Roffey North
Site Address: 14 Amberley Road	
Proposal: Erection of single storey side and rear extensions.	
Parish Council Comment: No objection.	
HDC Decision	

DC/22/0133	Horsham Rural
Site Address: Land North of Horsham	
Proposal: Construction of a 'Morrisons' food store including means of access from Rusper Road, associated service yard, car park (including supporting facilities), pump house, sprinkler tanks, plant and home delivery area.	
Parish Council Comment: No objection in principle however, it was noted the design was uninspired. In addition, the car parking must be monitored to avoid long stay parking and mitigation measures, such as height barriers, need to be in place to avoid overnight occupation. Basement parking would also be beneficial to the site.	
HDC Decision	

DC/22/0154	Holbrook East
Site Address: 6 Ropeland Way	
Proposal: Erection of a single storey side extension.	
Parish Council Comment: No objection.	
HDC Decision	

DC/22/0169	Holbrook East
Site Address: 23 Wordsworth Place	
Proposal: Erection of a single storey rear extension.	
Parish Council Comment: No objection.	
HDC Decision	

DC/22/0223	Roffey North
Site Address: 4 Cheviot Court Northdown Close	
Proposal: Replacement of existing windows with windows of the same colour, material and design.	
Parish Council Comment: No objection.	
HDC Decision	

DC/22/0297	Roffey North
Site Address: 179 Farhalls Crescent	
Proposal: Surgery to 3 x Oak Trees	
Parish Council Comment: No objection subject to the comments of HDC's Tree Officer.	
HDC Decision	

Annex 1

A24 Worthing to Horsham Corridor Feasibility Study – design proposals

February 2022 - Frequently Asked Questions

Contents

This document includes answers to frequently asked questions under the following themes:

- 1. Scope of study** – study area, purpose, study interventions, and other interventions.
- 2. Stakeholder engagement** - who has been contacted, providing feedback, and webinar recording.
- 3. Environmental considerations** - net zero carbon, noise, air quality and biodiversity net gain.
- 4. Highway intervention questions** – Hop Oast, Buck Barn, Dial Post South/Grinder's Lane, Washington, Findon, Steyning Road, Robin Hood, A27 improvements and A24 Horsham-Dorking study.
- 5. Highway safety consideration** – speed limits and speed cameras, junction slip roads and A280 Long Furlong.
- 6. Active travel considerations** – Gear Change and LTN 1/20; crossing facilities; A24 Findon Valley – Findon; end-to-end cycle facilities; and Walking, Cycling, Horse-Riding Assessment and Review.
- 7. Public transport considerations** – express bus services, previously suspended bus stops, Worthing Park and Ride, and rail services and Arundel Chord.
- 8. Other issues** – A24 trees and Ash Dieback, A24 Findon bypass current works, connected and autonomous vehicles, Transport for the South East Strategy, Local Plans, Horsham Local Plan Transport Study, next steps, and funding.

1. Scope of study

Q1.1: What area does this study cover?

A: The feasibility study covers the A24/A280 corridor from the A24/A27 junction at Offington Corner Worthing, to the A24/A264 at Great Daux Roundabout, as well as the A280 Long Furlong between the A280/A27 junction at Clapham to the A280/A24 junction at Findon.

Q1.2: What is the purpose of this study?

A: The aims of the study are to identify and address highway related transport issues along the corridor across modes, to support the shift to sustainable transport modes, and to support strategic development and economic growth.

Q1.3: Which study interventions have been looked at through the study?

A: The study has focused on 'at-grade' feasibility designs for improvements at key junctions, including considering potential improvements for pedestrians, cyclists and equestrians where feasible, as well as some bus priority measures at the specific locations below. The feasibility designs are available to download via the links below:

- [A24/A280 Findon roundabout](#)
- [A24/A283 Washington roundabout](#)
- [A24/Grinders Lane/Dial Post South junction \(plan 1 of 2\)](#)
- [A24/Grinders Lane/Dial Post South junction \(plan 2 of 2\)](#)
- [A24/A272 Buck Barn junction \(plan 1 of 2\)](#)
- [A24/A272 Buck Barn junction \(plan 2 of 2\)](#)
- [A24/B2237 Hop Oast roundabout \(plan 1 of 2\)](#)
- [A24/B2237 Hop Oast roundabout \(plan 2 of 2\)](#)

The study has also undertaken feasibility design work on improved [cycle facilities between Washington and Ashington](#), and has undertaken a review of bus stops along the A24 corridor.

Q1.4: I am concerned about an issue but it doesn't appear to be covered in the study. Why has the feasibility study not looked at this?

A: Stage 1 of the study identified a long list of over 250 potential scheme interventions along the corridor, and these have had to be short-listed and prioritised using the initial stakeholder feedback we received on the study in July 2020, in order to manage resources available for the study. The intention of this study has been to undertake design work on strategic locations where no feasibility work has previously been undertaken. We are aware of feasibility studies for various interventions along the study corridor that have been previously undertaken. Opportunities will be considered to link together outputs from previous and other ongoing studies, and this feasibility study, within a wider package of measures for funding where appropriate.

2. Stakeholder engagement

Q2.1: Who has been contacted for feedback on these study proposals?

A: The feasibility plans have been shared with County, District, Borough and Parish Council, South Downs National Park Authority officers and councillors from authorities along or close to the study corridor, as well as appropriate transport operators, organisations and local access forums and interest groups, and other business and resident interest groups.

Q2.2: How can I provide my feedback?

A: We would welcome feedback through attendance at the study stakeholder webinar on Thursday 17th February, and through the accompanying feedback form. **Please return comments by Monday 14th March 2022 to ltip@westsussex.gov.uk.**

Q2.3: What if I can't attend or missed the stakeholder webinar?

A: A recorded version of the stakeholder webinar will be made available and circulated to stakeholders after the webinar.

3. Environmental considerations

Q3.1: How will these proposals put the transport network of West Sussex on a pathway to net zero carbon by 2050?

A: The West Sussex Transport Plan 2022-2036 (WSTP) will set out the County Council's strategic approach to decarbonisation of the transport network and its other strategic objectives. It is expected that the new WSTP will be adopted in Spring 2022 and include strategies to enable

electrification, more active travel and use of shared transport (e.g. bus and community transport services). The interventions considered through this feasibility study are intended to support the implementation of the WSTP, including efforts to decarbonise the transport network. Further information about the West Sussex Transport Plan consultation is available at: www.westsussex.gov.uk/wstpconsultation

Q3.2: How will noise issues on the A24 corridor be addressed?

A: Any infrastructure proposals at junctions or on links along the study corridor will be expected to consider opportunities to address issues in identified DEFRA Noise Important Areas where they lie in close proximity to infrastructure measures. These issues will be considered in further detail through subsequent stages of design and consultation.

Q3.3: How will air quality issues be addressed?

A: The intention of the study is to progress junction interventions that improve the efficiency of the A24 as part of the County Strategic Road Network (CSRN) to encourage longer distance traffic flows to stay on the major routes (e.g. A24, A27, A264), rather than add to congestion and local environmental impacts along other routes such as the A283 through Storrington and the A272 through Cowfold where there are Air Quality Management Areas (AQMAs). With regard to the AQMA on the A27 through Worthing, although bordering the study area, specific highway proposals at this location are under the responsibility of National Highways.

Q3.4: How will the proposals achieve biodiversity net gain?

A: The package of proposals will be expected to deliver a 10% net gain in biodiversity in accordance with the Environment Act 2021. This will involve an assessment of the quality of biodiversity before and after proposed interventions and a net gain in biodiversity is expected to be provided by compensating and providing enhancement to existing biodiversity through local measures.

4. Highway intervention questions

Q4.1: Why are you proposing traffic signals at A24/B2237 Hop Oast junction between Southwater and Horsham, as traffic congestion is not that bad here?

A: Hop Oast is a key junction between the community of Southwater and Horsham. The feasibility design proposes bus priority measures that can enhance the priority of bus services and improve bus journey times through this junction and support sustainable travel mode change. This requires traffic signalisation of the roundabout, which also provides an opportunity to address severance issues in relation to active travel modes and improve crossing facilities for pedestrians, cyclists and equestrians at this location.

Q4.2: What is a 'through-about'? Why are you proposing this at Buck Barn? How do you know there will be enough traffic capacity to make this work?

A: A 'through-about' is a signalised roundabout with straight ahead traffic lanes running through the centre. This is proposed at the A24/A272 Buck Barn junction to give greater priority to A24 north-south traffic flows at Buck Barn, as well as to support pedestrian and cyclist crossing improvements of the A24. At the feasibility stage we have undertaken strategic level transport modelling which shows this could bring strategic traffic flow benefits at the junction, without the greater environmental and landscape impacts of other junction interventions such as a grade-separated (i.e.

split level) junction. At the next stages of design we will need to undertake detailed junction modelling to test the levels of capacity required in greater detail to ensure there is an appropriate level of capacity for all traffic movements. The junction proposal also includes potential bus priority measures (please see Section 7 Public transport considerations below).

Q4.3: Why isn't more junction capacity shown for the A283 approaches to the A24/A283 Washington Roundabout from Storrington and Steyning?

A: Additional traffic lanes are proposed on the A24 north and south bound approaches to the junction to improve traffic flows at peak times on the A24 corridor and encourage traffic to use the main A24 route, rather than the A283 route through Storrington where there is an Air Quality Management Area. At the feasibility stage we have undertaken strategic level transport modelling which shows this could bring strategic traffic flow benefits at the junction. At the next stages of design we will need to undertake more detailed junction modelling to optimise the design.

Q4.4: Why has a signal junction not been shown at Washington?

A: There is an existing underpass under the northern arm of the junction which provides a crossing facility for non-motorised users. Also, following initial feedback received through the study about the impacts of traffic signals on the environment (as the junction is on the boundary of the South Downs National Park) and off-peak journey times, traffic signals have not been proposed.

Q4.5: Why aren't more extensive junction capacity measures proposed at the A24/A280 Findon Roundabout?

A: The Findon roundabout is within the South Downs National Park and this is a sensitive location in particular in terms of landscape impacts, so a large scheme that completely changes the footprint of this junction is not believed to be appropriate. The scheme proposes a feeder lane for traffic from the A280 to the A24 northbound which together with improvements to the A27 at Arundel are intended to encourage longer distance traffic from the A27 west to use the A27/A280/A24 corridor, rather than using other less appropriate rural routes for example through Storrington. The scheme also intends to improve crossing facilities for pedestrians and cyclists to access the South Downs National Park.

Q4.6: Why are you proposing traffic signals at the Dial Post South/Grinder's Lane junction? Won't this add to journey times and make the A24 less attractive as a strategic route?

A: The proposals at the Dial Post South/Grindlers Lane staggered crossroads are intended to address severance because it is currently difficult for non-motorised users and vehicles to cross the busy dual carriageway. The proposals will also enable a potential improvement in bus stop facilities. Previous proposals were adopted for a grade separated junction at Dial Post however these were not delivered. They would result in significantly greater environmental, landscape and cost impacts and are considered unlikely to be deliverable. In order to address severance issues at this junction, an impact on A24 journey times is likely to be necessary. Therefore, it is necessary to understand the likely demand (i.e. usage) for active travel and improved bus facilities at the next design stage to consider this against the impacts on journey times.

Q4.7: Why hasn't the study proposed improvements at the B2135 Steyning Road junction?

A: The [Horsham Transport Study](#) undertaken to inform the emerging Horsham Local Plan has considered separately a potential signal junction intervention at the Steyning Road junction to address safety concerns about access at the junction.

Q4.8: What has been happening with the A24/B2237 Robin Hood junction near Horsham?

A: Further information about the completed scheme at the A24 Robin Hood junction is available at: <https://www.westsussex.gov.uk/roads-and-travel/roadworks-and-projects/road-projects/a24-robin-hood-junction-improvement/>. This scheme has been funded by development at Broadbridge Heath to address peak hour traffic congestion by providing additional traffic capacity, and to improve pedestrian and cycle crossing facilities at the junction.

Q4.9: How does this link with plans for the A27 at Worthing-Lancing and Arundel?

A: Proposals for A27 improvements at Arundel, and at Worthing-Lancing are being led by National Highways. The proposals in this study are expected to complement strategic improvements to the A27, by encouraging longer distance traffic flows to use the County Strategic Road Network rather than other rural routes.

Q4.10: What proposals are there for the A24 north of Horsham?

A: A second feasibility study has recently been commissioned jointly with Surrey County Council which is considering the A24 from the A24/A264 Great Daux roundabout to the A24/A25 Dorking Deepdene roundabout.

Q4.11: Are you planning for traffic growth along the corridor?

A: Given the pressures of development, we expect there to be a greater travel demand in the future. The interventions considered through this feasibility study are intended to support initiatives across modes and a shift towards sustainable travel.

5. Highway safety considerations

Q5.1: Will speed limits and speed cameras be utilised along the corridor?

A: WSCC has commissioned a consultant who is undertaking a parallel [iRAP \(International Road Assessment Programme\)](#) assessment to identify potential treatments to reduce road safety risks across most of the West Sussex Major Road Network including the Worthing to Horsham A24 and A280 corridor. This is reviewing risks, collision data and considering potential interventions to address safety issues, with a view to informing future funding applications. We will consider opportunities to combine the outputs from this assessment work, with the A24 Worthing to Horsham corridor feasibility study outputs into any future funding application for interventions on the corridor.

Q5.2: Why has the feasibility study not considered junction slip road issues at places like Rock Road and Worthing Crematorium?

A: The study has had to prioritise the interventions it has undertaken feasibility design work on, in order to manage resources available for the study. Separate feasibility design work is programmed to take place in 2022/23 as part of the WSCC Community Highways Scheme programme to consider the potential of slip road improvements at the Rock Road junction. Linked to the iRAP assessment

above, issues associated with short or absent slip roads at other junctions such as Worthing Crematorium are expected to be considered through this separate work.

Q5.3: Why hasn't the study looked in more detail at the A280 Long Furlong?

A: Given the setting of the A280 Long Furlong within the South Downs National Park and the landscape sensitivity of this area, opportunities to fundamentally amend the alignment of the A280 are not believed to be viable. The iRAP assessment of this section of road highlighted above is also expected to consider this road.

6. Active travel considerations

Q6.1: Will the designs include a commitment to adopt the principles of Gear Change and LTN 1/20 Cycling Infrastructure Design Guidance?

A: The proposed designs will attempt to provide a good quality active travel infrastructure based on latest design guidance wherever possible. Constraints such as land availability, business case considerations, and the rural nature of links means that fully segregated infrastructure is not believed to be appropriate for the designs in this study, however the intention is to provide good quality infrastructure.

Q6.2: Why aren't you proposing bridges or underpasses to improve crossing facilities?

A: The rural and lightly used nature of many of the crossing locations for the rural sections of the A24 and value for money business case considerations means that new bridges or underpasses are not likely to be viable in many locations. The study proposes a number of at-grade signal crossing facilities linked to key junction interventions on the A24 corridor for pedestrians, cyclists and equestrians, where there are opportunities to link up Public Rights of Way (PROW).

Q6.3: What is happening with cycle facility proposals for the A24 Findon Valley to Findon village?

A: The County Council undertook consultation during summer 2021 on a proposal for cycle facilities on the eastern side of the A24 between Findon Valley and Findon village. This scheme is being funded by the Department for Transport's Active Travel Fund. The latest information about the scheme and results from the consultation are available to view via: www.westsussex.gov.uk/activetravel. The scheme is expected to be constructed during the 2022/23 financial year.

Q6.4: Why aren't parallel cycle facilities proposed for the whole of the A24 corridor?

A: The rural nature of the A24 corridor, the end-to-end distances involved for a long-distance cycle journey between Worthing and Horsham (even though the increase in uptake of electric bikes is expected to reduce this as a barrier for some), land availability constraints and business case considerations means that progressing retrofitted dedicated cycle infrastructure adjacent to the A24 is not considered to be viable. The study proposes improvements in cycle links between Washington and Ashington connecting communities in a key central section of the study corridor, with the potential for this to add to cycle infrastructure recently consulted on for the Findon Valley to Findon area (please see above), as well as previous option appraisal work for cycle infrastructure between Findon Village and Washington. The study also proposes a range of interventions to address severance issues for active travel modes at key junctions on the study corridor.

Q6.5: Why has a Walking, Cycling, Horse-Riding Assessment and Review (WCHAR) not been undertaken as part of this study?

A: Study resources at this initial feasibility stage has meant this has not been undertaken. This will be undertaken as and when the study proposals progress to later design stages. In considering junction interventions, the proposals have attempted to consider opportunities to link and improve facilities for pedestrians, cyclists and equestrians where appropriate.

7. Public transport considerations

Q7.1: Will an express bus service be provided between Worthing and Horsham?

A: Decisions on future bus service provision require further discussion with bus operators. The intention of this study is to improve traffic conditions at key junctions which will also aid the flow of bus services including some targeted bus priority measures at key locations (e.g. Hop Oast and Buck Barn), where it is believed measures are likely to be feasible and will be supported by stakeholders. Bus service provision on the corridor is a balance between fast journey times between larger settlements along the corridor which can attract more passengers and increase the viability of further future service improvements, but also providing the right level of intervening stops which can serve the needs of smaller sized communities along the corridor.

Q7.2: Will bus stops removed from various locations along the A24 corridor in 2016 be reinstated (e.g. between Findon and Washington)?

A: The study has reviewed potential opportunities to improve bus stops along the study corridor from Findon Valley to the Hop Oast junction between Southwater and Horsham considering bus shelter, real-time information and bus stop access and crossing improvements. This has highlighted opportunities to improve or reinstate bus stops where there is expected to be an at least modest existing or potential future demand for services and where there are opportunities linked to other interventions on the corridor including at Old Barn Nurseries and Findon Roundabout. These interventions are dependent on the provision of suitable at-grade crossing facilities which requires further consideration of expected usage and impacts on A24 traffic journey times. For a number of locations, this review does not recommend reinstatement of bus stops because of remaining safety issues and the absence of viable solutions to address issues.

Q7.3: Why has a bus park and ride facility and bus priority not been considered for the A24 Findon Valley into Worthing?

A: There is understood to be a lack of suitable sites for park and ride provision to the north of Worthing. The highway width constraints along Findon Valley including the right turn lanes, pedestrian crossing islands, and pedestrian and cycle path provision means space is very limited to provide a dedicated bus priority lane along the corridor to serve any park and ride site. Initial feedback through stage 1 of the study has suggested that local support for bus lane reallocation was likely to be limited. Improvements to the A27 through Worthing which address traffic congestion will also support the flow of buses across the Offington Corner junction but are under separate consideration by National Highways.

Q7.4: Why does the feasibility study not consider specific improvements to rail services such as along the Arun Valley Line, including an Arundel Chord?

A: The feasibility study has concentrated on the improvements that the highway authority has greatest influence over for the A24 corridor. WSCC engages separately with the rail industry on

strategic improvements to rail services. Most recently the [West Sussex Continuous Modular Strategic Plan \(CMSP\)](#) has revisited the case for provision of an Arundel Chord to enable direct connectivity between the West Coastway and Arun Valley Lines, however has not found a viable case for this infrastructure. The CMSP has identified alternative potential enhancements to rail services along the West Coastway route.

8 Other issues

Q8.1: Why are trees being cut back from the verge along sections of the A24?

A: Essential work is ongoing to remove Ash trees which could pose a risk to road users because of Ash Dieback infection and the potential for branches to fall into the road. Further information is available at: <https://www.westsussex.gov.uk/news/ash-dieback-more-essential-tree-felling-works-scheduled/>

Q8.2: What is happening with current works on the A24 Findon Road and Findon Bypass?

A: Current work is taking place on the A24 Findon Road and Findon Bypass to reduce the 50mph speed limit to 40mph on stretches of the A24 Findon Road and Findon Bypass as well as to renew road signs to improve road safety. Further information is available at: <https://www.westsussex.gov.uk/news/safety-scheme-starts-soon-to-reduce-speed-limit-on-a24-findon-road-and-findon-bypass/>

Q8.3: How will improvements be future proofed to serve connected and autonomous vehicles?

A: At this point it is very unclear what technological changes may be required to transport network infrastructure to facilitate their use and in what timescales. This could potentially necessitate changes to the design of highway infrastructure in future and we will continue to monitor progress in this area to ensure this is considered as and when the feasibility designs emerging through this study progress.

Q8.4: How does the corridor feasibility study link to the Transport for the South East Strategy?

A: The A24 corridor has been identified as one of the South Central Radial Corridors and is being considered through the South Central Radial Study. The interventions identified through the A24 Worthing to Horsham Corridor Feasibility Study are expected to inform the consideration of future priorities for investment identified by Transport for the South East.

Q8.5: How is the study linking to existing and emerging Local Plans?

A: The Corridor Study interventions are expected to support and help mitigate the transport impacts from Local Plan development across the study area, and assumptions about the overall growth in transport movements from Local Plans has been assumed within some of the initial testing of the study interventions.

Q8.6: How is the study linked to the Horsham Local Plan Transport Study?

A: The study feasibility designs for junctions at Hop Oast, Buck Barn and Washington complement and are largely consistent with the junction mitigations identified through the [Horsham Transport Study](#) undertaken to inform the emerging Horsham Local Plan.

Q8.7: What are the next steps for progressing the study interventions?

A: It is expected that the study outputs will be presented to the WSCC Cabinet Member for Highways and Transport and used to inform dialogue with Transport for the South East, the Department for Transport and developers on funding opportunities as they arise.

Q8.8: Has funding been identified to deliver schemes?

A: No funding has been identified to deliver the specific study interventions at this time. Funding opportunities will be considered as they arise. There may be opportunities to develop specific interventions from the package through, for example; Active Travel Fund, Bus Service Improvement Plan, or planned development, etc.

Annex 2

Briefing 7: Wealden Works Recycling, Recovery and Renewable Energy Facility, Langhurstwood Road, Horsham, RH12 4QD

Variation application number: EPR/CB3308TD/V002 18 February 2022

Request for further information

Britaniacrest Recycling Limited applied to us for an environmental permit variation. The variation is to add mechanical sorting and an energy recovery facility to its existing site off Langhurstwood Road near Horsham. We held a consultation to seek your views which closed on 2 August 2021.

As part of the determining process, we have issued Britaniacrest Recycling Limited with a second Schedule 5 Notice. This Notice lists a number of points we would like further information on. The applicant must provide this information to us by 30 March 2022. A copy of this Schedule 5 is attached and will be available on our consultation page <https://consult.environment-agency.gov.uk/psc/rh12-4qd-britaniacrest-recycling-limited/>. The applicant's response will also be uploaded to this page. This will be for information only.

Further Schedule 5 Notices can be issued if we identify other aspects during determination which require additional information to be provided or if we are not satisfied with the information provided in response to a Schedule 5 Notice.

How can I get further information?

Keep an eye on our local social media channel <https://twitter.com/EnvAgencySE>. For general information about our permitting process, please see our citizen's space page <https://consult.environment-agency.gov.uk/psc/rh12-4qd-britaniacrest-recycling-limited/> or www.gov.uk/topic/environmental-management/environmental-permits



Environment
Agency

Notice of request for more information

The Environmental Permitting (England & Wales) Regulations 2016

Lesley Kay Foss, Company Secretary

Britaniacrest Recycling Limited
26 Reigate Road
Hookwood
Horley
Surrey
RH6 0HJ

Application number: EPR/CB3308T/V002

Copy to Chris Foss and Keith Riley: cfoss@britaniacrestrecycling.co.uk and k9riley@aol.com.

The Environment Agency, in exercise of its powers under paragraph 4 of Part 1 of Schedule 5 of the above Regulations, requires you to provide the information detailed in the attached schedule. The information is required in order to determine your application for a permit duly made on 08/04/2021.

Send the information to either the email or postal address below by 30/03/2022. If we do not receive this information by the date specified then we may treat your application as having been withdrawn or it may be refused. If this happens you may lose your application fee.

Email address: psc@environment-agency.gov.uk.

Postal address:
Permitting and Support Centre
Quadrant 2
99 Parkway Avenue
Parkway Business Park
Sheffield
S9 4WF

Name	Date
Principal Permitting Officer	16/02/2022

Authorised on behalf of the Environment Agency

Notes

These notes do not form part of this notice.

Please note that we charge £1,200 where we have to send a third or subsequent information notice in relation to the same issue. We consider this to be the first notice on the issues covered in this notice.

The notes in italics that appear after information requests in the attached schedule do not form part of the notice. The notes are intended to assist you in providing a full response.

Schedule

Please provide further information in response to the questions below:

Abatement

- 1) Confirm whether the configuration of the dosing of activated carbon and acid gas reagent is single or combined feed and provide a justification for the proposal.

Monitoring

- 2) Confirm whether a backup CEMS system will be installed. If this is not the case, please provide information about the mechanisms that would be proposed to ensure that the backup limits for particulates, carbon monoxide and Total Organic Carbon are not exceeded.

Fire Prevention Plan

Please update the Fire Prevention Plan to reflect the following points:

- 3) There are two areas vulnerable to fire in bunkered storage arrangements, satisfactory solutions to cleaning these areas on a regular basis should be provided:
 - a) corners of the bunker; and
 - b) the base of the bunker.

Section 5.3.1 of the FPP states that mixing the waste with the crane enables waste from the base of the bunker to be brought to the surface. However, there is normally a buffer at the base of the bunker, which prevents the grabs from coming into contact with the floor of the bunker causing damage. This area is likely to contain waste that has been stored for in excess of the recommended time duration.

- 4) The maximum pile width and length within the Fire Prevention Plan needs to be specified in line with section 9.1 of the FPP web guidance for waste stored on site other than that stored within the bunker.

You must consider the 'Fire Prevention Plans: environmental permits' guidance (updated 11/01/2021) on GOV.UK.

The FPP guidance states that for all waste piles, the maximum length or width allowed (whichever is longest) is 20 meters. The table in section 9.1 outlines the maximum volumes for each type of waste. If your waste piles contain a mixture of combustible wastes, you should work out the maximum limits based on the type of waste that makes up most of a mixed pile.

Surface water emissions

- 5) Please update the surface water plan to show the proposed location of the interceptor, discharge point and attenuation pond for surface water collection.

The supporting document specifies that emissions of uncontaminated surface water run off will be discharged via an interceptor and attenuation pond. However, the drainage plan does not show the location of this discharge point, the interceptor or the attenuation pond. These features will also need to be within the permit boundary.

Energy efficiency

R1 assessment

- 6) Provide additional information on why the data included in the R1 assessment for primary and secondary air use is appropriate.

The combined total air is significantly less than the values included for other R1 applications for sites with a similar technology proposed. Please justify where the figures come from and why they are considered appropriate for the R1 assessment.

Energy efficiency Article 14 Assessment

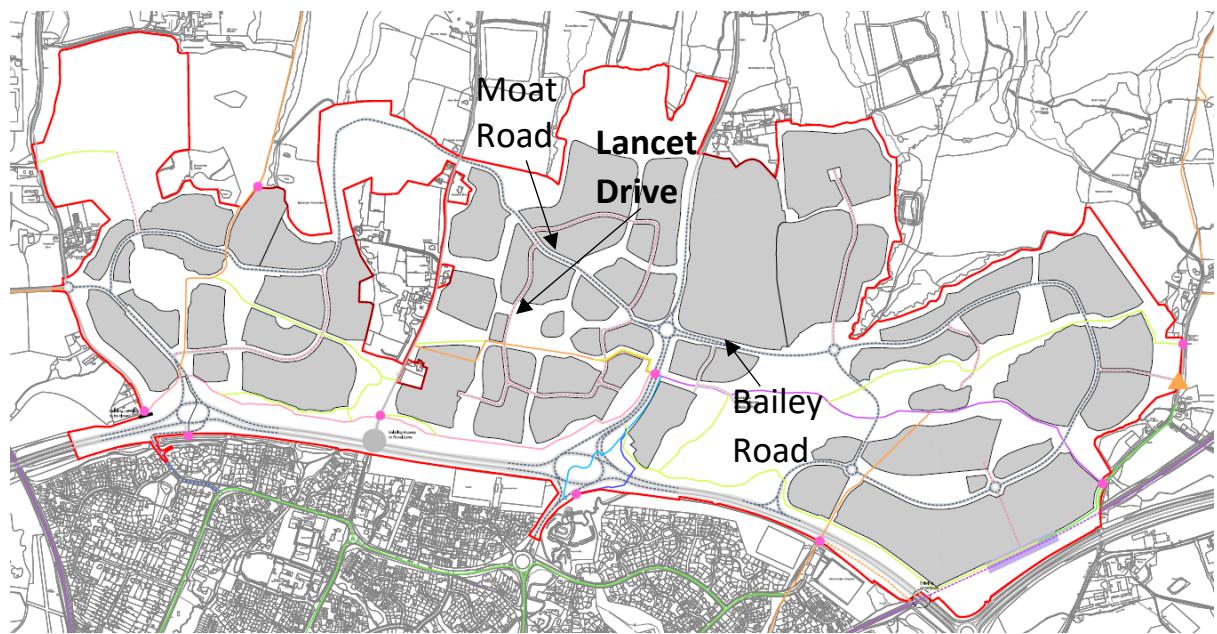
- 7) Please update the Article 14 assessment to address the following points:
 - a. The search radius for potential heat users should be updated to 15km unless there is adequate justification as to why 10km is applicable rather than 15km as per table 5 in the Article 14 guidance.
 - b. The Primary Energy Savings (PES) are greater than 10% and therefore a Cost Benefit Analysis should be carried out.

The land North of Horsham was identified as a potential heat user and therefore a Cost Benefit Analysis (CBA) should be carried out. The calculated PES is greater than 10% the scheme is classed as high efficiency co-generation so the operator has to do a CBA.

Waste storage

- 8) Please confirm the maximum volume of asbestos waste that will be stored on the site at any one time.

Annex 3



Annex 4

'A' Boards Policy, Guidelines and Enforcement Procedure.

1. Purpose

- 1.1 To set out the detail and reasons for the Councils' 'A' Board Policy. The use of the term 'A' Board in this policy denotes all types of structures for advertising on the highway, such as For Sale/Let Boards and flag banners.
- 1.2 To set out the procedure for dealing with items placed upon the highway, (which includes the highway verge, footpaths, paved areas and pavements) and/or attached to highway property. It does not apply to:
 - Boards on private property, including privately owned shopping centre areas.
 - The placing of tables and chairs on the highway, and
 - Banners, hoardings, skip and scaffolding, which are licensed by application.
 - Street trading and other licensed activities.
 - Motorcycles and bicycles parked on footways and, or chained to railings/street furniture.
 - The placing of trade waste bins and waste containers on footways.

2. Rationale

- To ensure public safety and the free passage for pedestrians along footpaths and the highway;
- To seek an improvement in the visual amenity of the street environment by the controlled use of 'A' Boards and other items on highway land.
- To ensure that powers contained within the legislation to tackle 'A' Boards are applied fairly and consistently.
- Work with all users of the footways to reach an inclusive policy to meet their needs.
- Work with traders to promote their businesses in a way which improves the street scene, increases footfall and allows pedestrians to move freely through a clear, obstacle-free network of streets.
- Ensure the safe and free movement of pedestrians especially the visually impaired and people with other disabilities.
- Ensure that the powers contained within the Highways Act 1980 and Road Traffic Regulation Act 1984 Town and Country Planning Act 1990 and Town and Country Planning (Control of Advertisements) (England) Regulations 2007 are applied fairly and consistently, and in the public interest.
- To ensure a consistent districtwide policy

3. 'A' Boards Policy and Guidelines

- 3.1 The Council wants Horsham Town and the District to be both attractive, easy to use and accessible for all. Over the years the number and size of 'A' boards displayed by businesses on pavements and footpaths has increased and in some instances excessively so. This means that pedestrians, disabled people, particularly people with visual impairment, and people with pushchairs sometimes have difficulty getting around them. 'A' Boards can also affect road safety and visibility if inappropriately sited.

- 3.2 It should be noted that the Royal National Institute for the Blind made representations to West Sussex County Council and Horsham District Council in 2017 about the number of 'A' Boards within the town centre and the difficulties this presented in being able to move about safely. At the time both Council's worked together to ensure that those 'A' Boards causing the most obstruction were either removed or relocated. This involved about 32 premises. Since then the number of 'A' Boards has increased and with it more obstruction to free passage.
- 3.3 It is important that the number, size and position of 'A' Boards on the pavement are controlled so that they do not become unreasonable and cause difficulties for pedestrians. However, we recognise that they are one way for businesses to communicate with shoppers and visitors.
- 3.4 This policy seeks to:
- Create a street environment which complements premises based trading but is not unduly cluttered.
 - Be sensitive to the needs of residents, provides diversity and consumer choice.
 - Enhance the character, ambience and safety of local environments.
 - Ensure safe and unimpeded public access along pavements and footways.
 - Prevent the use of 'A' Boards in locations where they cannot be appropriately sited.
 - Ensure compliance with legislation relevant to the siting of 'A' Boards on public land, and
 - Ensure that legislation is applied fairly, reasonably and consistently across Horsham Town and the wider District.

4.0 'A' Board Guidelines

- A. Any business should only display one "A" Board¹ and place it directly against the building frontage so that an absolute minimum pavement width of 1.8m is kept clear for pedestrians. Boards should be professionally produced and kept in a good condition to the benefit of the business and general visual amenity.
- B. In some locations where there is a high pedestrian flow the Council may require a greater clearance width. This is to ensure that there is no obstruction or danger to any highway users
- C. In pedestrian areas, these principles will generally apply although the special nature of these areas means that each case will be considered on an individual basis as a route for emergency vehicle access is normally required in pedestrian areas – a minimum clearance of 3.5m.
- D. 'A' Boards should not be any bigger than 0.6m wide and 1.1m high. They should have a solid base, where possible, so that they can be tapped by a visually impaired person using a long cane.
- E. 'A' Boards must be stable and not weighed down by sandbags/heavy objects. It must not have any sharp edges. Rotating boards are prohibited for safety reasons.
- F. Where multiple occupancy premises share joint accesses, only one board will normally be considered appropriate per frontage (such as Arcades and Courts). However, alternative options may be considered such as a larger shared board. Council advice should be obtained in the first instance by contacting the Duty Planning Officer between 10AM – 1PM (Mon-Fri) on 01403 215187.
- G. Boards should be taken off the highway, as a precaution, during periods of severe weather (Met Office Amber & Red warnings), less they blow over causing damage or impeding access.
- H. No 'A' Board should be fixed permanently onto the highway or chained/tied to street furniture. 'A' Boards must be temporary in nature so they can be easily removed in their entirety at the end of each trading day.

¹ The use of the term 'A' Board in this policy denotes all types of structures used for advertising on the highway.

- I. Colour and Design: Strong colours enhance in small quantities; too much and the effect is overpowering. To achieve impact a sign or advertisement should contrast with its background but it should not overwhelm it.
- J. Vibrant colours can be appropriate in commercial areas to add excitement, but will not be appropriate in more sensitive areas such as Conservation Areas or close to Listed Buildings where more traditional subdued 'period' colours and type-faces should be provided, with modestly sized lettering and well-balanced design.
- K. The design of the 'A' Boards should not be distracting or confusing to motorists.
- L. For Sale/To Let boards/Banners placed on the highway will not be permitted.
- M. Signs which are purely promotional rather than informative, for example, a sign bearing wording advertising a "Sale" or "Special Offer", are discouraged in favour of a sign bearing the name of the company or organisation owning or operating in the premises.
- N. No electrical supply or illumination will be considered on the Highway where it constitutes a highway hazard.
- O. All businesses are legally liable for any claims of damage or injury, caused by displaying 'A' Boards on the highway. Compliance with these guidelines will not relieve owners of their responsibility and will be advised to have a Public Liability Insurance cover of £5 million for any such claims and be able to produce a copy of a valid policy when requested to do so. The Council will not be liable for any injury or damage caused.
- P. 'A' Boards must not obstruct sightlines of vehicle drivers, nor block visibility for pedestrians.
- Q. 'A' Boards will not be allowed on highway verges, central reservations, roundabouts and busy traffic junctions.
- R. 'A' Boards must not be put out before 9am to assist regular street cleaning. They must be removed from the street when the property is closed or other street cleansing or highway work is taking place.
- S. 'A' Boards may need to be removed or relocated during events or to permit street maintenance and street works or for other reasonable cause. Any additional requirements by the Council, the Police or Emergency Services, including removal of any items, must also be complied with.
- T. Hazard considerations: An 'A' Board would be considered a hazard if it obstructs visibility; its content or appearance might distract the attention for a period of sufficient duration to endanger the viewer; it might create glare and dazzle the viewer; it obstructs, overshadows or distracts the attention away from highway, signs, signals or beacons.
- U. Any unauthorised material attached to any street furniture will be removed immediately without any Notice being given and to be disposed of accordingly.
- V. Display of goods outside premises is discouraged in favour of an appropriate 'A' Board, advertising and promoting the trader's business, together with an attractive and alternating shopfront display.

5.0 Compliance and Enforcement

- 5.1 The Council will adopt the following approach when taking enforcement action under this policy.
- 5.2 Breaches of this policy will be investigated by Council officers.

- 5.3 Businesses found to be using an 'A' Board / advertising structure in breach of the guidelines will be notified of this policy and asked to comply which may include the service of formal letter.
- 5.4 'A' Boards / advertising structures not complying with the general guidelines, within 48 hours of service of formal letter, will be removed by the Council and the business informed that they have 28 days to reclaim the board and pay the associated charge of £70. Any A-board not collected within the 28 day notice period will be disposed of. However, 'A' Boards that constitute an "immediate" danger, hazard or obstruction will be removed from the highway immediately.
- 5.5 In the case of persistent offenders or commercial concerns that the Council feels has an impact on the street scene, consideration will be given to seeking a criminal prosecution. Where appropriate any costs incurred by the Council in pursuing the above approach will be recovered from the business.

6.0 Advertisements and the Law

The Town and Country Planning (Control of Advertisements) (England) Regulations 2007

- 6.1 'A' Boards' on highways (including footways) where vehicular traffic is prohibited will require express advertisement consent. Horsham Council's advertisement consent planning guidance can be viewed [here](#).
- 6.2 Regardless of whether local authority consent is required or not for a particular sign or other advertisement, **all** advertisements must comply with **Schedule 2 – THE STANDARD CONDITIONS**, as follows:
 1. No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.
 2. No advertisement shall be sited or displayed so as to —
 - (a) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
 - (b) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or
 - (c) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.
 3. Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.
 4. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.
 5. Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.
- 6.3 As most 'A' Boards are sited on the public highway permission must be obtained from the landowner West Sussex County Council as the Highway Authority. The County Council has agreed that Horsham District Council will take responsibility for considering requests to place 'A' Boards on the public highway and any necessary monitoring and enforcement actions.
- 6.4 Further information can be found within: [Government Guidance – Advertisements](#)

Town and Country Planning Act 1990

- 6.5 Subsections 224, 225 and 225A to 225 E refer to the Enforcement of Control over advertisements.
- 6.6 S224 (3) If any person displays an advertisement without the necessary consent they would be guilty of an offence and liable to a fine not exceeding (£5000), and in the case of a continuing offence, £500 (1/10th) for each day during which the offence continues after conviction.

Highways Act 1980

- 6.7 The Highways Act 1980, Subsection 132, allows the 'Highways Authority' to remove 'A' Boards and other advertising structures if consent of the landowner has not been obtained. The person erecting or displaying an 'A' Board would be guilty of an offence and liable to a fine not exceeding £100 or, in the case of a second or subsequent conviction under this subsection, to a fine not exceeding £200.
- 6.8 Additionally, under Subsection 137, Penalty for wilful obstruction, a person, without lawful authority or excuse, in any way wilfully obstructs the free passage along a highway they would be guilty of an offence and liable to a fine not exceeding £2,000.

The Equality Act 2010

- 6.9 Subsection 20 (4) requires that where a physical feature [*such as an 'A' Board*] puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to avoid the disadvantage.
- 6.10 The Equality Act 2010 places 'a public sector equality duty' on local councils to have due regard to the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act.