

# Ron Bates: North Horsham development - transport



graphics used for illustration were average to say the least and with no questions allowed for clarification there was some confusion and difficulty in understanding.

In essence all road traffic to and from the proposed development will go via the existing A264 north Horsham bypass with the traffic flow managed through roundabouts with traffic lights. The large refuse lorries carrying waste from the whole of West Sussex to the new treatment works in Langhurstwood Road will use the A264 and be routed through the new development.

There was talk of the proposed new parkway railway station with 600 car parking spaces but no commitment has been made by Railtrack that the station will ever be built. Bus service routes would be extended - Metro 51 & 61 and possibly Metro 71. Cycle and pedestrian routes have been considered but not yet



An artist's impression of a proposed development north of Horsham.

finalised, with underpasses virtually ruled out and a bridge to cross the A264 preferred.

Much was made of the travel planning and modeling that had taken place so far in order to understand the likely wider traffic impact of the development, with more still to be done. WSCC Highways'

role in this seems to be to negotiate improvements to make sure the proposed traffic works follow the minimum guidance and standards designed to avoid a 'severe negative impact'. Unfortunately, there is no clear definition of what this means so it seems it will be decided by the few with the

consequences being suffered by the many.

The Liberty presentation took two thirds of the allotted time leaving insufficient time for the number of questions which the attendees wished to raise. Much concern was expressed that the present traffic congestion will considerably worsen if the current proposals go ahead and that the transport issues need much further debate and public airing. We were promised that the traffic management study data would be published when they have been finalised.

Legislation allows councils to collect contributions from developers to fund infrastructure requirements, community facilities and social housing through a Community Infrastructure Levy (CIL) and Section 106 agreements. HDC is proposing not to levy any CIL on this development and instead take all developer contributions through Section 106 agreements. This

is important because at least 15 per cent of CIL receipts must be passed to the parish council..

There is still much discussion needed on the viability of this North Horsham development, not only as regards transport but as a whole. Wherever development is proposed in the district it should be for the benefit of all, both existing and new residents, and not just an end in itself to fulfill an arbitrary target.

Have your say by sending your questions by email to: [strategic.planning@horsham.gov.uk](mailto:strategic.planning@horsham.gov.uk)

*The Horsham Society is concerned about the past, present and future of the town. It seeks to promote good planning and design for the built environment and open spaces. Membership of the Horsham Society is open to anyone who shares these concerns. For more information, visit the website [www.horshamsociety.org](http://www.horshamsociety.org) or phone 01403 272814.*

**E**arlier this month the first meeting of the North Horsham Reference Group: Transport took place to introduce the proposed development of 2,500 homes and a business park north of the A264. The agenda was limited to the transport issues, through and around the development.

Liberty Property Trust, the developers, with their transport consultants and a senior highways planner from WSCC gave a presentation on the traffic management for the development. The computer