

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Nicola Pettifer
FROM:	WSCC – Highways Authority
DATE:	22 nd September 2025
LOCATION:	Land East of Mousdell Close Rectory Lane Ashington RH20 3GS
SUBJECT:	DC/25/1327 Erection of 74 dwellings with associated access, parking and landscaping.
DATE OF SITE VISIT:	Scheduled for the 29 th September 2025
RECOMMENDATION:	No Objection

Background

WSCC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access. The development proposals are for the seek full planning permission for the development of 74 dwellings with vehicular access taken from Rectory Lane. The speed limit along this stretch of Rectory Lane is 60 mph. The proposals are supported by way of a Transport Statement (TS) with a Stage 1 Road Safety Audit (RSA) submitted on the access strategy. The LHA provided pre-application advice to the applicant's design team in May 2025 and this has been used to produce the supporting TS. A site visit will be undertaken on 29th September 2025, any further comments following this site will be submitted to the case officer after this date.

Access and Visibility

The application will result in a new 5.5m wide access provided directly onto Rectory Lane. The access will have 6m radii allowing large vehicles to be able to manoeuvre in and out of the access sufficiently. A swept path drawing demonstrating the access is workable for a refuse collection vehicle has been provided with the appendices (drawing ITS200920-GA- Rev B). A separate 2m wide footway will be provided into the site providing safe access for pedestrians. Tactile paving should be provided to allow pedestrians to cross the access point, this can demonstrated further at detailed design. The works for the access would be subject to a Section 278 Agreement with the LHA's Highway Agreements Team.

The TS has demonstrated that visibility splays of 2.4 metres x 40.8 metres and 2.4 x 46.0 can be achieved in both directions, these would be in line with the recorded speed limits of 28 and 31 mph respectively. The LHA has reviewed the most recently available accident data for this stretch of the Rectory Lane and there have not been any recorded road traffic collisions within the immediate vicinity of the proposed point of access.

In terms of servicing delivery, refuse and deliveries will take place from on-site drawing ITS200920-GA Rev B. will be provided to allow access and egress the site in a forward gear.

Stage 1 Road Safety Audit (RSA)

In accordance with the adopted LHA's 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit.

No matters have been raised within the RSA and there are no outstanding matters raised through the audit process.

Capacity

The trip data was agreed in principle at the pre-application stage and this hasn't changed materially as a result of this application. Via the Trip Rate Information Computer System (TRICS) the TS has demonstrated that the residential development would generate up to 35 two-way trips in the AM and 32 two-way trips in the PM peak periods (08:00am-09:00am and 17:00pm-18:00pm). Junction capacity has been assessed within the TS and on:

- Site Access
- Rectory Lane

The scenario assesses year 2030 with development. The results show that the site access junction will operate within capacity with a small queuing delay. The LHA would not raise a capacity concern with the anticipated amount of additional vehicular movements onto the local network.

Layout and Parking

The application form implies that new public roads are intended within the site. The extents of these new public roads are not confirmed within the details submitted. At this stage, comments are made in respects of the planning principles of the proposed layout. The LHA at this stage are not confirming the suitability for adoption as public highway. Such matters would be reviewed as part of any application under Section 38 of the Highways Act 1980.

In terms of the details submitted, the proposed layout includes a mix of segregated footways/carriageways and shared surfaces, this includes raised tables in the initial development. Further raised tables should be added to the development in the region of plots 12 and 38 to discourage higher speeds in the development. The application of the different construction types along with the proposed widths in the various areas is considered appropriate.

Table 4.3 of the TS provides a summary of the parking and would be in line with the LHA's parameters. 140 allocated vehicle parking spaces, 8 unallocated spaces and 22 visitor spaces, and therefore accords with the above parking standards.

The LHA would be content with this level of parking for the site. In addition to car parking secure cycle parking spaces will be provided. The accessibility from a layout perspective has already been commented on in the Access section of the report.

Accessibility and Localised Improvements

Pedestrian and cycle access to the site will be from Rectory Lane. Walking and cycling distances are measured from the centre of the site. Based on table 5.1, it is accepted that all services within the village are within reasonable walking and cycling distance. As outlined within the pre-application advice the walking distance from the site to the nearest bus stop is notably greater than the recommended 400 metres. However, the greater distance isn't necessarily an issue; ultimately if residents need to use the bus, the walking distance will be factored in to their journey. However, the pre-application response highlighted pedestrian accessibility as areas of improvement the applicant could investigate as part of their submission such as whether improvements could be included within the submission. As summarised in Section 5 of the TS the design team have outlined a number of localised improvements which are as follows:

Tactile paving is also proposed at the following junctions:

- Blakiston Close / Rectory Lane Junction
- Rectory Lane / Meiros Way Junction

- The Sands / Rectory Lane Junction
- Rectory Lane / Rectory Close Junction

Bus Stop (located on London Road):

The applicant has also included further improvements to the existing bus stop located on London Road with a new shelter, seating and cycle stands located within the public highway. It is also requested that the stop is updated to real time information.

To the south, two new uncontrolled pedestrian crossings, with dropped kerbs and tactile paving, are proposed on Rectory Lane providing connectivity to each bus stop across London Road. All of the above works can be carried out in accordance with the highway works for the access.

The TS acknowledges the neighbouring development currently being built out by Elivia Homes (DC/22/0372), the application includes the upgrading of PROW footpath 2607 to facilitate year-round use for pedestrians and cyclists (resurfacing and lighting). This will provide an improvement to the route directly to the primary school and community centre, as well as being an alternative off-road route into the village.

Travel Plan Statement (TPS)

A TPS has been prepared that will be used to help reduce the use of the private car and increase sustainable travel. The submitted travel plan is noted. This accords with the requirements of WSCC. The applicant should note that WSCC apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a s106 agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

Conclusion

Subject to some minor tweaks to the internal layout as outlined in the section above, the LHA would not consider the application would result in an 'severe' residual impact on the adjoining highway network in accordance with Paragraph 116 of the National Planning Policy Framework (NPPF). Any approval of planning permission would be subject to the following conditions:

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled 'PROPOSED SITE ACCESS ARRANGEMENT' and numbered ITS200920-GA-004 Rev A.

Reason: In the interests of road safety.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,

- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- the prevention of deliveries at the site during school drop-off and pick-up time (generally 0800-0900 and 1430-1530),
- Access arrangements from the public highway, including temporary accesses and alterations to existing accesses.
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Travel Plan (to be approved)

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

INFORMATIVE

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Jamie Brown
West Sussex County Council – Planning Services