Transport Statement

Land East of Hayes Lane, Slinfold

22-011-004 Rev A

August 2025

Charles & Associates

Document Control Sheet

Project Name:	Land East of Hayes Lane, Slinfold
Project Number:	22-011
Report Title:	Transport Statement
Report Number:	004

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Draft	DA	CG	CG	GAC	27/06/2025
A	Final	DA	CG	CG	SW	22/08/2025

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Contents

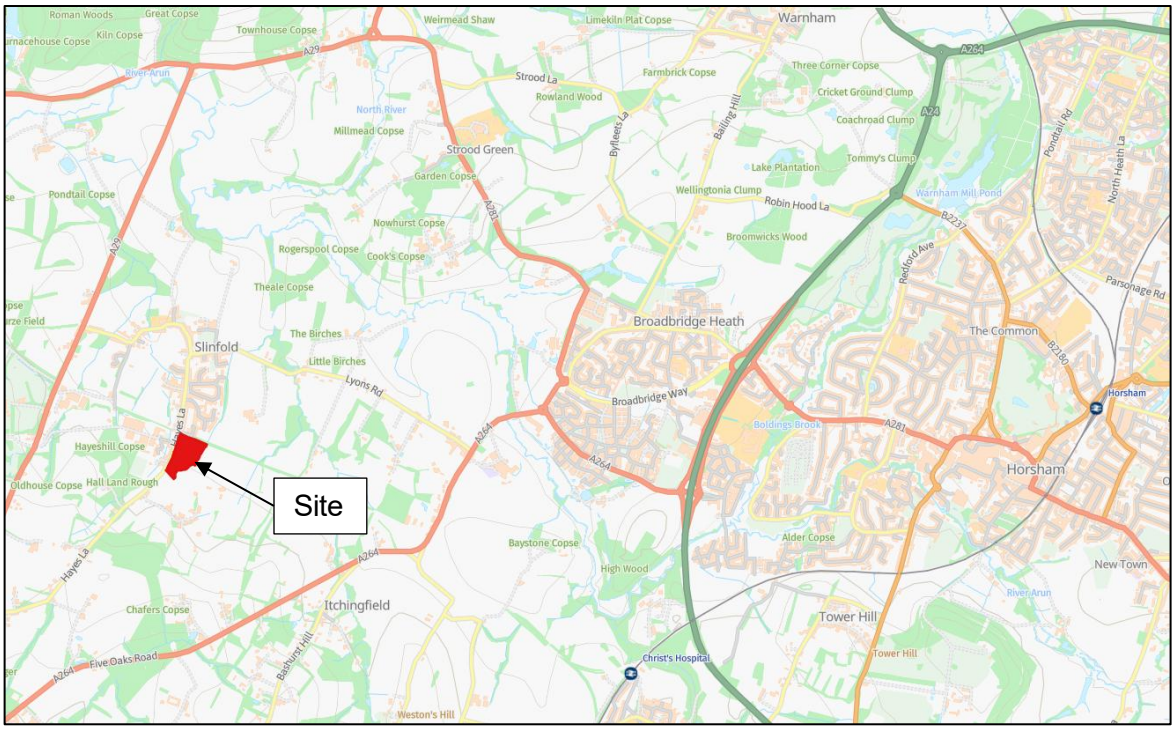
1 Introduction

1.1 Overview

1.1.1 Charles & Associates (C&A) have been appointed in relation to a detailed planning application at Land east of Hayes Lane, Slinfold. The development proposal comprises of the erection of 38 dwellings including access from Hayes Lane, parking, landscaping, open space and associated infrastructure and earthworks.

1.1.2 The site is located to the south of Slinfold village and east of Hayes Lane as presented in **Figure 1.1** below.

Figure 1.1: Site Location



1.1.3 The local planning authority is Horsham District Council (HDC), and the local highway authority is West Sussex County Council (WSCC).

1.2 Planning History

1.2.1 The site has been subject to previous planning applications. An outline planning application (DC/15/0591) on this site for the erection of up to 50 dwellings (Use Class C3) was refused by Horsham District Council (HDC) in July 2015.

1.2.2 The refusal was not based on highways grounds but was instead founded on three principal issues: inconsistency with the planning strategy, harm to local character, and a lack of infrastructure contributions.

1.2.3 The decision highlighted that the proposal conflicted with HDC's then-emerging planning strategy and suggested that such proposals would be more appropriately brought forward through the neighbourhood planning process.

1.2.4 As a result, the site is now allocated for residential development under the Council's Strategic Policy 7 on housing provision, referred to as PDS8 (East of Hayes Lane) of the Slinfold Neighbourhood Plan (2014 – 2031), which was adopted in September 2018.

1.3 Initial pre-app

1.3.1 A Transport Scoping Note was submitted to West Sussex County Council (WSCC) as part of the pre-application consultation process. Consequently, a pre-application meeting was held on 30 May 2025, followed by a written response from WSCC received on 1 June 2025. This Transport Statement (TS) incorporates the recommendations provided in WSCC's written response. For reference, the response is included in **Appendix A.**

1.4 Report Structure

1.4.1 The following Transport Statement (TS) is structured as follows:

- **Chapter 2** summarises the relevant policy documents against which this report will be assessed;
- **Chapter 3** describes the location and the existing conditions at the site, including the surrounding highway network, sustainable modes of transport, and local collision data;
- **Chapter 4** explains the development proposals and access arrangements;
- **Chapter 5** summarises the proposed vehicle generation from the site, and considers the impact on the local highway network;
- **Chapter 6** summarises and concludes this report.

2 Policy Context

2.1.1 This chapter sets out the relevant transport planning policies for the proposed development.

2.2 National Policy

National Planning Policy Framework (NPPF)

2.2.2 The National Planning Policy Framework (NPPF), updated in February 2025, recognises the need to pursue sustainable development in a constructive way. This is summarised in paragraph 9 of the NPPF which states *"Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.*" The following chapter states "*So that sustainable development is pursued in a positive way, at the heart of the Framework is a* ***presumption in favour of sustainable development****".* This highlights a policy shift towards Vision Led development, promoting development that meets the needs of the area, aligns growth and infrastructure, while improving the environment, mitigating climate change, and adapting to its effects.

2.2.3 This is further indicated in paragraph 109, the NPPF indicates that "*Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places".*

2.2.4 Paragraph 110 states that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions and improve air quality and public health."* This shows that first and foremost, the location of the development is key for developing an inherently sustainable site by ensuring that all key amenities are within walking and cycling distance, thus reducing the viability of short-distance vehicle trips.

2.2.5 Paragraph 111 (d) recommends that planning policies *"provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking".*

2.2.6 Paragraph 115 states *"…it should be ensured that:*

a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) Safe and suitable access can be achieved for all users;

c) *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

d) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

2.2.7 Furthermore, NPPF paragraph 116 states: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

2.2.8 Paragraph 118 of the NPPF addresses the requirement that *"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*

2.2.9 The NPPF is supported by Planning Practice Guidance including guidance on the preparation of Transport Assessments. This TS has been prepared in accordance with that guidance

2.3 Local Policy

2.3.1 The local planning authority is Horsham District Council (HDC), and the local highway authority is West Sussex County Council (WSCC), thus the respective local policies have been taken into consideration.

West Sussex Transport Plan (WSTP) (2022 – 2036)

2.3.2 The West Susses Transport Plan (WSTP) is the council's main policy on transports which outlines transport plan policies and priorities.

2.3.3 The vision of WSCC is,

"A West Sussex transport network in 2036 that works for communities in the Coastal West Sussex, Gatwick Diamond and Rural West Sussex economic areas by helping to address the spatial economic challenges of the County, level up the coastal economy and provide access to employment and services countywide. The transport network will be on a pathway to achieve net zero carbon emissions by 2050 through more local living, increased use of electric vehicles and reduced use of fossil-fuels. It will also be safer, more efficient and resilient overall with more walking, cycling and use of public or shared transport and less congestion on major routes that connect West Sussex towns with Gatwick Airport, London and nearby cities.

The transport network will connect communities and allow residents to live healthy lifestyles with good access to the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour. Active travel modes, public or shared transport will be attractive options in built up areas and between towns, and rural communities will have access to the services they need. Transport impacts such as air pollution, noise and rat-running on adjacent communities and the environment will be minimised to protect a quality of life that reflects the characteristics of the County."

2.3.4 To achieve the vision council has developed seventeen objectives which has been further developed into five thematic and eight area transport strategies to ensure West Sussex is healthy, protected, connected and prosperous. The thematic transport strategies of the WSTP includes;

- Active Travel Strategy
  Objective 11: Reduce the need to travel by car by enabling local living.
  Objective 17: Extend and improve the network of active travel facilities so it is coherent and high quality enough to make active travel an attractive, safe option for short distance trips and to transport interchanges.
- Shared Transport Strategy
  Objective 11: Reduce the need to travel by car by enabling local living.
  Objective 15: Improve bus network efficiency and integration by reducing the effects of congestion into and within West Sussex towns, particularly where there are gaps in the rail network.
  Objective 16: Ensure the bus network is customer focussed and integrated with other modes of transport to provide an attractive option for journeys to nearby towns

Horsham District Planning Framework 2015

2.3.5 The planning framework identifies six priorities for Horsham District Council which conform with NPPF,

1. Economic Development: Plan for a successful local economy with high levels of employment
2. Efficiency and Taxation: Delivering excellent value and high performance
3. Arts, Heritage and Leisure: Build an arts, leisure and culture reputation that also supports council's economy
4. Living, Working Communities: Working together to support the life of local communities.
5. Environment: A better environment for today and tomorrow
6. Safer and Healthier: Improving health and well being

2.3.6 Sustainable development policy 1 states that "When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

2.3.7 Planning applications that accord with the policies in this Local Plan (and, where relevant, with polices in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission, unless material considerations indicate otherwise – taking into account whether: Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or Specific policies in that Framework indicate that development should be restricted.

2.3.8 Sustainable Transport policy 40 mentions that;

There is commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported.

Slinfold Neighbourhood Plan

2.3.9 The vision set out by Slinfold Neighbourhood Plan is to ensure a sustainable rural community for everyone within the Parish, embracing the countryside whilst providing for the future.

2.3.10 Policy 5: Development Principles mentions that development proposals which seek to respect the design, density and layout of the surrounding are as detailed in the Slinfold Design Statement will be supported.

2.3.11 The proposed site is allocated site within policy 7: East of Hayes Lane, the policy states that the residential development at PDS8: East of Hayes Lane will be supported where:

1. The design positively responds to the prevailing character of the surrounding area (i.e. a linear proposal which mirrors that on the opposite side of Hayes Lane);
2. The houses are no more than two and a half storeys in height to reflect the local vernacular;
3. Proposals allow for the retention of existing mature trees and hedges;

4. Proposals include an appropriate buffer to enable and improve access to the Downs Link; and
5. Proposals seek to conserve and enhance biodiversity and existing ecological networks.

2.3.12 Chapter 7: Transport of the Slinfold neighbourhood Plan has set out following objectives,

1. Improve highway safety;
2. Ensure safe vehicular and pedestrian access and promote pedestrian safety;
3. Increase the opportunities for residents and visitors to travel by sustainable and non-car modes of transport; and
4. Maintain and improve the connectivity of Public Rights of Way (PRoW) throughout the Parish.

2.3.13 Furthermore, aim 6: Off Street Parking mentions that "*Proposals for development within the Parish which provides off-street parking to meet the needs generated by development will be supported*".

3 Existing Conditions

3.1 Overview

3.1.1 The site is located within the village of Slinfold, to east of Hayes Lane, approximately 6.5 km west of Horsham Town Centre and circa 6 km north of Billingshurst. It is accessed via Hayes Lane, which connects to the A29 Stane Street approximately 2 km south of the site access.

3.1.2 Slinfold is classified as a medium village in the Horsham District Planning Framework's settlement hierarchy. It provides a moderate range of local services, including a primary school, village shop, and public house, along with some access to public transport.

3.1.3 Horsham is identified as a main town and serves as the district's primary centre, offering a wide array of services and facilities. Billingshurst is classified as a small town or larger village, acting as a local hub with good service provision and strong transport links.

3.2 Local Amenities

3.2.1 The proposed development is situated in close proximity to a range of local amenities, supporting the objective of creating a sustainable and accessible community. Facilities within walking and cycling distance include Slinfold CE Primary School, Slinfold Stores, Slinfold Tennis Club, Slinfold Cricket Club, the post office, and Slinfold Village Hall. In addition, numerous local businesses and services in Broadbridge Heath and Horsham are easily accessible via a 20-minute cycle ride or a 6-minute bus journey from the nearest stop, promoting the use of active travel modes and public transport in line with planning guidance.

3.2.2 **Table 3.1** below outlines the nearest amenities and their distance from the site.

Table 3.1: Local amenities Distance

Amenities	Approx. Distance	Walking Time (min)	Cycling Time (min)
Slinfold CE Primary School	900m	12	3
Slinfold Stores	700m	10	2
Slinfold Cricket Club	800m	11	2
Slinfold Tennis Club	230m	4	1
Slinfold Village Hall	800m	11	2
Slinfold Chapel	650m	9	2
Post Office	750m	10	2
Saint Peter's Church	800m	11	2
Little Russet - Day Care	550	8	2

3.2.3 In addition, numerous local businesses are located in Broadbridge Heath and Horsham, both of which are accessible via a 20-minute cycle ride or a 6-minute bus journey from the nearest stop.

3.3 Active Travel

3.3.1 'Active travel' broadly refers to human-powered modes of transport including walking, cycling, scooting and wheelchair travel. These modes combine the health benefits of movement with a minimal per-journey cost to the user. With appropriate and attractive provision these modes of transport will become the natural choice for shorter journeys

3.3.2 Walking is the most important mode of transport for local trips. The Chartered Institution of Highways and Transportation (CIHT) Planning for Walking guidance reports that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot. Cycling can provide a realistic alternative for local car journeys, particularly for trips up to 5km.

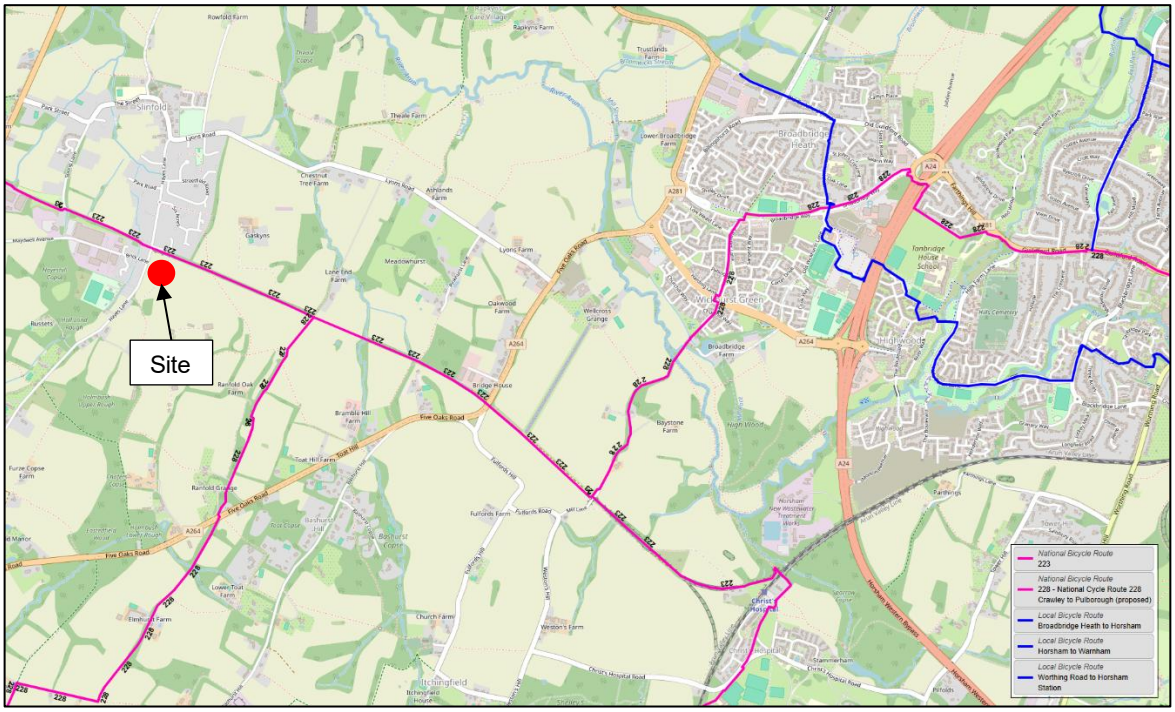
3.3.3 The site is accessible on foot, with footways provided along the western side of Hayes Lane. Future residents will be able to use these footways to reach the centre of Slinfold and nearby bus stops. Dropped kerbs and tactile paving are in place to assist pedestrians, including those with mobility impairments. The speed limit along Hayes Lane near the site access is 20mph, increasing to 40mph approximately 250 metres south of the access point. The 20mph limit continues beyond the 'Lyons Close' bus stop, creating a low-speed environment that supports safe and convenient active travel.

3.3.4 In addition, Footpath 3782 crosses the proposed site in a north-south direction, linking Footpaths 1468 and 1469 to the south with Bridleway 3569 to the north. Bridleway 3569 runs east-west, connecting with Bridleway 1630 to the east and Footpath 1456 to the west. These public rights of way (PRoWs), shown in the **Figure 3.1** below, will provide future residents with valuable routes for both everyday travel and recreational use.

Figure 3.1: Public Rights of Way

3.3.5 The 'Downs Link', also known as National Cycle Route 223 runs east-west to the north of the site and provides a convenient cycling connection to Broadbridge Heath, Horsham and Christs Hospital, as illustrated in the **Figure 3.2** below.

Figure 3.2: Cycling Routes



Summary

3.3.6 The site benefits from close proximity to local amenities, which are within walking and cycling distance, supporting the development of a sustainable and accessible community. The availability of footways, public rights of way, and nearby cycle routes encourages active travel modes such as walking and cycling. These connections help reduce reliance on private vehicles, in accordance with paragraphs 110 and 111 of the NPPF. The presence of established cycle routes further facilitates sustainable access to the surrounding area, aligning with the NPPF's guidance on promoting walking and cycling, as outlined in paragraph 111.

3.4 Public Transport

3.4.1 Public transport allows residents to travel further from the site than active travel in an environmentally friendly way.

Bus Services

3.4.2 The nearest bus stop, 'Lyons Close', is located approximately 650 metres north of the site along Lyons Road. The bus services from this stop link Slinfold to Horsham which has a wide range of employment, shops, healthcare, schools, and leisure facilities.

3.4.3 The stop is served by bus route 100, operated by Compass Travel, which provides an hourly service between Horsham and Burgess Hill from Monday to Saturday.

Rail Services

3.4.4 The nearest railway station is Christs Hospital railway station, located approximately 5km southeast from the site. The station is equipped with 20 cycle storage and 53 car parking spaces including 2 accessible spaces. It provides services to London Victoria, Bognor Regis and Gatwick Airport.

3.4.5 The summary of services is presented in table below. The service provider is Southern Railways.

Table 3.2: Existing Rail Services and Frequency from Christs Hospital Station

Destination	Stops	Journey Time	Mon – Sat	Sun
London Victoria	Horsham – Crawley - Three Bridges - Gatwick Airport – East Croydon – Clapham Junction	1 hr 17 min	Every 30 min	Hourly
Bognor Regis	Billingshurst – Pulborough – Amberley – Arundel – Ford – Barnham	51 min	Every 30 min	Hourly
Ford	Billingshurst – Pulborough – Amberley – Arundel	38 min	Every 30 min	Hourly
Gatwick Airport	Horsham – Crawley - Three Bridges - Gatwick Airport	41 min	Every 30 min	Hourly

3.4.6 Horsham railway station is located approximately 9km east of the site and is accessible via bus route 100, with a journey time of approximately 27 minutes. The station provides regular services to Bognor Regis, London Victoria, Peterborough, and Portsmouth Harbour. Services to Peterborough are operated by Thameslink, while services to the other destinations are operated by Southern Railways. The station offers 223 covered cycle parking spaces monitored by CCTV and 220 car parking spaces, including four free spaces designated for Blue Badge holders.

3.5 Collision Analysis

3.5.1 Collision data has been obtained from CrashMap[1] for the most recent five years (2019 -2023) available. The extent of the collision analysis is presented in **Figure 3.3** below. Full collision report is included in **Appendix B**.

[1] CrashMap: https://www.crashmap.co.uk/

Figure 3.3: Collision Locations

3.5.2 Two slight and one serious collision have been recorded in the vicinity of the site. The first slight collision occurred in June 2019 at the junction of Lyons Road and The Street, involving two cars. This was an offside collision that took place during daylight hours, with the road surface reported as wet or damp. The second slight collision occurred in March 2023, involving two cars during dark lighting conditions, with the road surface recorded as dry.

3.5.3 The serious collision occurred in January 2022 and involved two cars, one of which was in the process of turning right. The incident took place in dark lighting conditions, with the road surface recorded as wet or damp.

3.5.4 It is concluded from above that there are no specific trends that suggest any safety concerns which may be exacerbated by additional traffic generation.

4 Development Proposals

4.1 Overview

4.1.1 The proposal is for a residential development of 38 dwellings including 25 private and 13 affordable dwellings. An indicative site layout is shown in **Appendix C**.

4.2 Access Arrangements

4.2.1 An access arrangement is included in **Appendix D.**

4.2.2 The access into the site would be taken from Hayes Lane via a simple priority junction with 6 metre kerb radii and road with of 5.5 metres.

4.2.3 A 2.5 metre wide footway would be provided along the north side of the site access. To facilitate pedestrian movement, a dropped kerb will be installed to connect with the existing footway on the western side of Hayes Lane and Downs Link route. In addition, double yellow lines will be introduced around the site access to maintain unobstructed visibility and ensure adequate space for vehicles entering and exiting the site.

4.2.4 This access arrangement accords with the previously accepted access arrangement as part of application DC/15/0591. At that time, the applicant, on the recommendation of WSCC, proposed replacing the informal parking area with a formal lay-by. The WSCC raised no objection based on this arrangement. Accordingly, WSCC recommended during the pre-application meeting, and in their written response (**Appendix A**), that the same accepted access arrangement be included in the current proposal. It was subject to a Stage 1 Road Safety Audit (RSA), which has been reviewed to incorporate relevant comments. To offset the loss of informal parking in front of the site, five formal unallocated parking spaces have been provided within the site. These parking spaces will be constructed using no-dig design method.

4.2.5 The access provides safe and suitable access for all users in line with paragraph 115 of the NPPF.

4.3 Parking and Servicing

4.3.1 Vehicle parking has been provided with consideration to WSCC and using the car parking calculator sheet provided within WSCC website. Car parking standards within WSCC are set out in the supplementary planning guidance document, 'Guidance on Parking in New Development (Sept 2020)'. In total 106 parking spaces would be provided in line with the parking demand calculator. These spaces are in addition to the 5 formal unallocated parking spaces mentioned in the previous section. The parking demand calculation sheet is presented in **Appendix E**.

4.3.2 One EV charging space would be provided per dwelling to encourage residents to use low-emission vehicles.

4.3.3 Cycle parking would be provided at the rear of each dwelling.

4.3.4 Refuse would be collected by Horsham District Council and tracking is provided in **Drawing 22-011-003 Rev A** and **Drawing 22-011-004 Rev A** included in **Appendix F.** The swept path analysis shows the maximum distances a resident and refuse collector would have to carry refuse to either a bin store or to an appropriate location for collection. This is in accordance with the *Building Regulations: Drainage and Waste Disposal (2010),* which states "*Storage areas for waste containers and chutes should be situated so that the distance householders are required to carry refuse does not usually exceed 30m. Containers should be within 25m of the waste collection point specified by the waste collection authority*".

4.3.5 Access for the WSCC Fire & Rescue standard fire appliance has been addressed in **Drawing 22-011-005 Rev A** and **Drawing 22-011-006 Rev A** included in **Appendix F**. This shows appropriate clearance is provided for fire tender vehicles in the event of emergency. The layout accords with the *Fire Safety: Approved Document B*, which states that vehicle access for a pumping appliance should be within 45m of all points within each dwelling.

5 Traffic Considerations

5.1 Trip Generation

5.1.1 This section sets out the development's anticipated weekday AM and PM peaks and daily trip generation. To determine appropriate trip rates for the site the TRICS database has been used. The TRICS database was interrogated to ascertain a trip rate for the AM peak hour (08:00-09:00) and the PM peak hour (17:00-18:00). The full TRICS report is presented in **Appendix G**.

5.1.2 The proposed development consists of 38 dwellings. For robustness, all 38 dwellings have been considered as privately owned houses - i.e., land use 03, category A in TRICS. A summary of anticipated weekday peak hour trip generation from the development is presented in **Table 5.1** below.

Table 5.1: Trip Rate and Trip Generation

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
	Arr	**Dep**	**Total**	**Arr**	**Dep**	**Total**
Trip rate (per dwelling)	0.157	0.347	0.504	0.327	0.169	0.496
Vehicle Trips (38 dwellings)	6	13	19	12	7	19

5.1.3 Based upon the trips identified above, it is anticipated that the development would generate around 19 vehicle trips in both peak, which translates to an approximate maximum frequency of 3 trips every 10 minutes.

5.1.4 The forecast development traffic has been assigned onto the local network from the site access to form an initial appraisal of the traffic impact. This distribution is based on 2011 Census data for the location of usual residence and place of work by method of travel to work (at the MSOA level). The MSOA in which the site is located is 'Horsham 005'.

5.1.5 The approximate assignment of vehicle trips is shown in **Table 5.2** below.

Table 5.2: Vehicle Trip Distribution

Route	**A29 Stane Street S** (via Hayes Lane S)	**A29 Stane Street N** (via Part Street & Hayes Lane N)	**Lyons Road** (via Hayes Lane N)
Inbound	19.3%	37.1%	43.6%
Outbound	19.3%	37.1%	43.6%
Inbound AM Trips	1	2	3
Outbound AM Trips	3	5	6
Inbound PM Trips	2	5	5
Outbound PM Trips	1	2	3

5.1.6 The distribution indicates that approximately 20% of the generated vehicle trips, i.e., 4 two-way trips during each peak period, would head south from the site access. The remaining 80% of the vehicle trips, i.e., 15 two-way trips per peak period, would travel north.

5.1.7 Therefore, it is anticipated that no offsite junction would receive an increase of more than 14 two-way trips per hour during the peak period. As such the impact of the proposed development is considered non severe in line with paragraph 115 of the NPPF.

5.1.8 As part of the scoping discussion with WSCC as detailed in **Appendix A**, the trip rate and distribution was agreed, and it was also agreed that no capacity modelling would be required.

6 Summary and Conclusions

6.1.1 This Transport Statement (TS) has been prepared to support a detailed planning application for a residential development of 38 dwellings at Land east of Hayes Lane, Slinfold.

6.1.2 This report has been prepared in accordance with the current policy set out in the National Planning Policy Framework (NPPF) and relevant regional and local policy set out by West Sussex County Council (WSCC), Horsham District Council (HDC) and Slinfold Parish Council (SPC). The proposed development complies with the requirements of the transport related policy documents referred to in this report.

6.1.3 The proposed development would provide safe and suitable access for all users in line with paragraph 115 of the NPPF.

6.1.4 Given the existing frequency of the bus service, its connection to Horsham, and the presence of active travel infrastructure in and around Slinfold village, the site is considered to be in a sustainable location in accordance with paragraph 115 of the NPPF.

6.1.5 The forecast traffic demand from the proposed development would not result in a severe impact on the surrounding highway network.

6.1.6 Given the above, it is concluded that there are no sound reasons for refusal of the proposed development on highways and transportation grounds in line with paragraphs 116 of the NPPF which mentions that "*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios"*.

Appendix A WSCC Pre-app Response

WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION

TO:	Organisation: Charles & Associates FAO: Dipendra Awasthi
FROM:	WSCC - Highways Authority
DATE:	1 June 2025
LOCATION:	Land East of 1 To 25 Hayes Lane Slinfold West Sussex RH13 0SN
SUBJECT:	Internal Reference: PRE-41-25 Proposed development for erection of 35 dwellings.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted for a pre-application advice to construct 35 dwellings (Class C3) with associated parking and landscaping. The site has been subject to previous planning applications; the most recent one was an outline application ref: DC/591/15. The application was refused but no objection was raised from highway safety or capacity perspective.

The applicant's transport consultants from Charles & Associates engaged in a formal discussion with the Highway Authority via an online meeting held on Friday, 30th May 2025. The pre-application discussion was supported by a Transport Scoping Note (TSN) and associated plans to discuss any highway safety or capacity implications of the proposal.

The requested information but not limited to must be included within a Transport Statement (TS) as part of any future planning application. The LHA would offer the following comments.:

- The application site is a vacant land located along the eastern border of Hayes Lane, approximately 400 metres south of Slinfold, Horsham. Hayes Lane is a two-way single carriageway road subject to 20 miles per hour speed restriction. There is continuous footway along the western border of Hayes Lane leading to the village.

- The scheme proposes to create a new in the form of a simple priority junction with 5.5 metres width and 6 metre kerb radii. A new 2.5m footway is proposed to the northern side of the access which continues into the internal layout. Dropped kerbs are proposed to facilitate pedestrian crossing. The Highway Authority would advise to incorporate the highway improvements as proposed within drawing no. 14-039-005 of outline application DC/591/15. Visibility splays of 2.4m x 25m are provided as per the posted speed limit.

- There is an area of hardstanding / lay-by to the south of the access being used for informal parking. The applicant had proposed to install waiting restrictions and close the informal lay-by during the prior outline application. The LHA had concerns with closing the lay-by as it would result in the loss of parking in an area where on-street parking is limited, as well as potentially displace parking to other less suitable locations. The applicant then proposed an alternate scheme replacing the informal parking area to a formal lay-by. Such an arrangement retains parking but controls where this takes place within the visibility splay. The visibility splays associated with the proposed access design in any case demonstrated that vehicles parked within this area would not impact significantly upon visibility. Further waiting restrictions are not foreseen as necessary along the eastern side of Hayes Lane given that parking takes place predominantly along the western side. The making up of the informal lay-by would offer an improvement that would not solely benefit residents of the proposed development. The improvement is still considered necessary as part of the development to control parking within the visibility splay. A no objection from Highway Authority was given based on this arrangement. The LHA would advise to include this arrangement as part of the current scheme.

- Downs Link is a bridleway (route no 3569) which runs adjacent to the site and PRoW 3782 runs through the site. The Highway Authority is advised to link the PRoW to the shared surface path to the west to form a loop.

- Personal Injury Accident (PIA) data has been checked for the last 5 years which reveals there has been no incident of personal injury accidents. PIA data for the last five years must be included within the TS.

- The applicant proposes to provide car and cycle parking as per WSCC Parking Guidance using WSCC Car Parking Demand Calculator.

- Trip rates derived from TRICS database is acceptable to be used to estimate the proposed vehicular trips. Although the proposed estimated trips are slightly higher than the required threshold for capacity modelling, the Highway Authority do not expect capacity modelling given the location of the site.

- Swept path analysis must be carried out for the largest vehicle intended to access the site such as a fire appliance / refuse vehicle demonstrating the suitability of the access.

- Delivery and servicing strategy must be detailed within the TS.

- A location plan of key services, availability of sustainable modes of transport must be included within the TS. Sustainable travel information must be included within a booklet or information board which contains:
    I. Maps showing convenient and safe walking and cycling routes.
    II. The location and means of accessing local amenities (health, retail, and leisure amenities) using sustainable modes.

III. Maps showing the nearest public transport stops / stations and routes how to get to and from these services.
IV. Where to find information on public transport (links to useful websites, travel planning apps etc. that may provide real time passenger updates).

To summarise, the below information must be included with a Transport Statement submitted with any future planning application.

- A site location plan scale (1:1250) with site boundary indicated.
- Schedule of existing uses including planning history with reference numbers.
- Description, including site layout plans, of the proposed development and schedule of uses.
- A Transport Statement, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation.
- Reference to supporting national, regional, and local planning documents and policies.
- Personal Injury Accident (PIA) data near to the site access for the previous 5 years.
- Parking strategy, including provision of parking for all modes of transport.
- Relevant data collected to date.
- Proposed estimated trips.

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council regarding the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

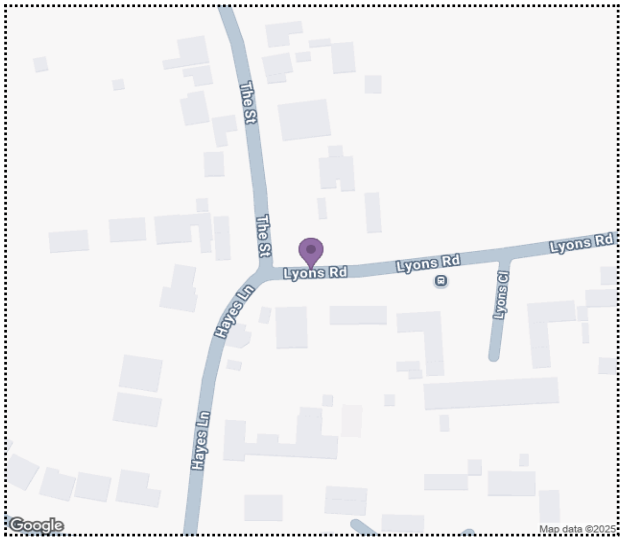
Roopa Bilichodmath
Planning Services

Appendix B Collision Data

crashmap.co.uk

Validated Data

Crash Date:	Tuesday, June 4, 2019	**Time of Crash:**	16:45:00	**Crash Reference:**	2019470844978
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	West Sussex			**Vehicles:**	2
Local Authority:	Horsham			**OS Grid Reference:**	511865 131341
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Tuesday, June 4, 2019 **Time of Crash:** 16:45:00 **Crash Reference:** 2019470844978

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	12	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	3	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

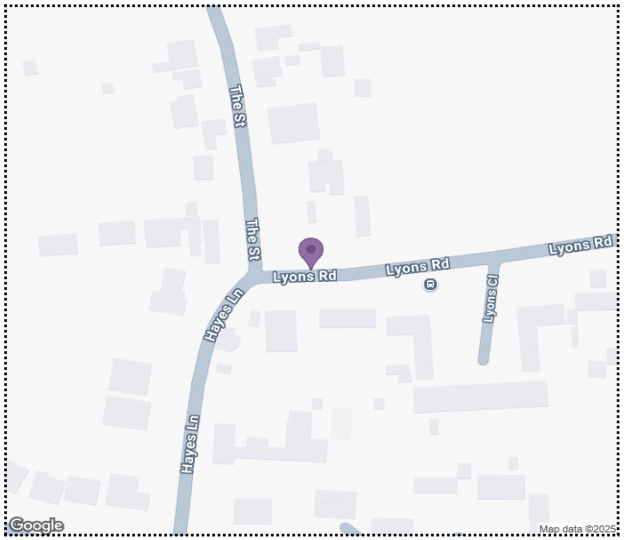
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

crashmap.co.uk

Validated Data

Crash Date:	Thursday, January 13, 2022	**Time of Crash:**	16:35:00	**Crash Reference:**	2022471131768
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	4
Highway Authority:	West Sussex			**Vehicles:**	2
Local Authority:	Horsham			**OS Grid Reference:**	511871 131342
Weather Description:	Other				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Thursday, January 13, 2022 **Time of Crash:** 16:35:00 **Crash Reference:** 2022471131768

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Male	36 - 45	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	4	Female	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	4	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	1	Serious	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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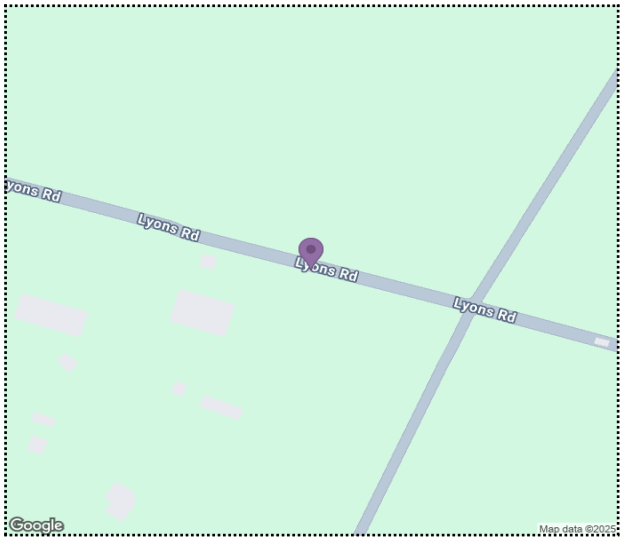
crashmap.co.uk

Validated Data

Crash Date:	Saturday, March 18, 2023	**Time of Crash:**	21:55:00	**Crash Reference:**	2023471290394
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	West Sussex			**Vehicles:**	2
Local Authority:	Horsham			**OS Grid Reference:**	512820 131185
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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powered by agilysis

Crash Date: Saturday, March 18, 2023 **Time of Crash:** 21:55:00 **Crash Reference:** 2023471290394

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Unknown	Unknown (2005 onwards)	Unknown	Unknown	None
2	Car (excluding private hire cars 2005 onwards)	5	Female	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	Over 75	Unknown or other	Unknown or other

Appendix C Indicative Site Layout

0 10 20 30 40 50 metres

N

- Site Boundary: **3.93ha**
- Proposed access point
- Visibility splays
- Primary street
- Secondary street (shared surface)
- Footways
- Lanes/private drives
- Allocated parking
- Unallocated parking
- Replacement unallocated parking
- Existing vegetation and RPAs
- Tree planting
- SuDS basin
- Public footpaths
- Public bridleways
- Net Developable Area: **1.62ha (4 acres)**
- Affordable units
- Sheds (affordable only)
- Garden fences
- Garden walls
- Bin collection points

Rev	Date	By	Description
B	19.08.25	RC	Minor layout amendments
A	14.08.25	RC	Minor layout amendments

CSA environmental

Dixies Barns, High Street,
Ashwell, Hertfordshire SG7 5NT

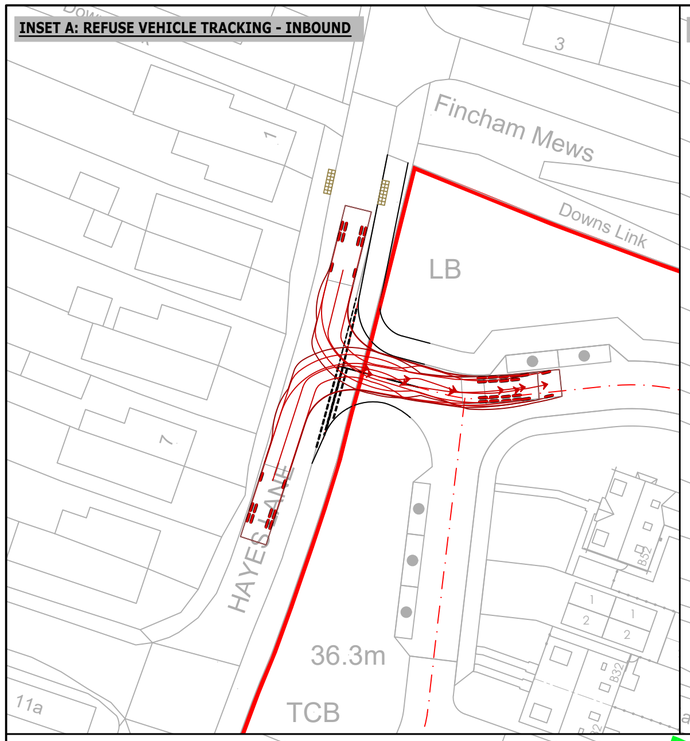
t 01462 743647
e ashwell@csaenvironmental.co.uk
w csaenvironmental.co.uk

Project	Land east of Hayes Lane, **SLINFOLD**
Title	Planning Layout
Client	The Incidental Land Company

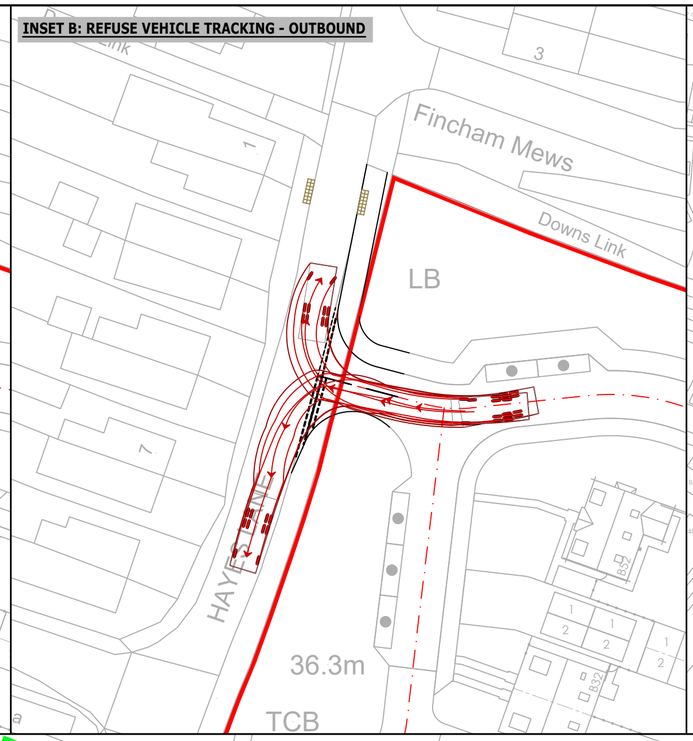
Scale	1:1000 @ A3	Drawn	RC
Date	June 2025	Checked	RR
Drawing No.	CSA/5675/111	Rev	B

Appendix D Access Arrangement

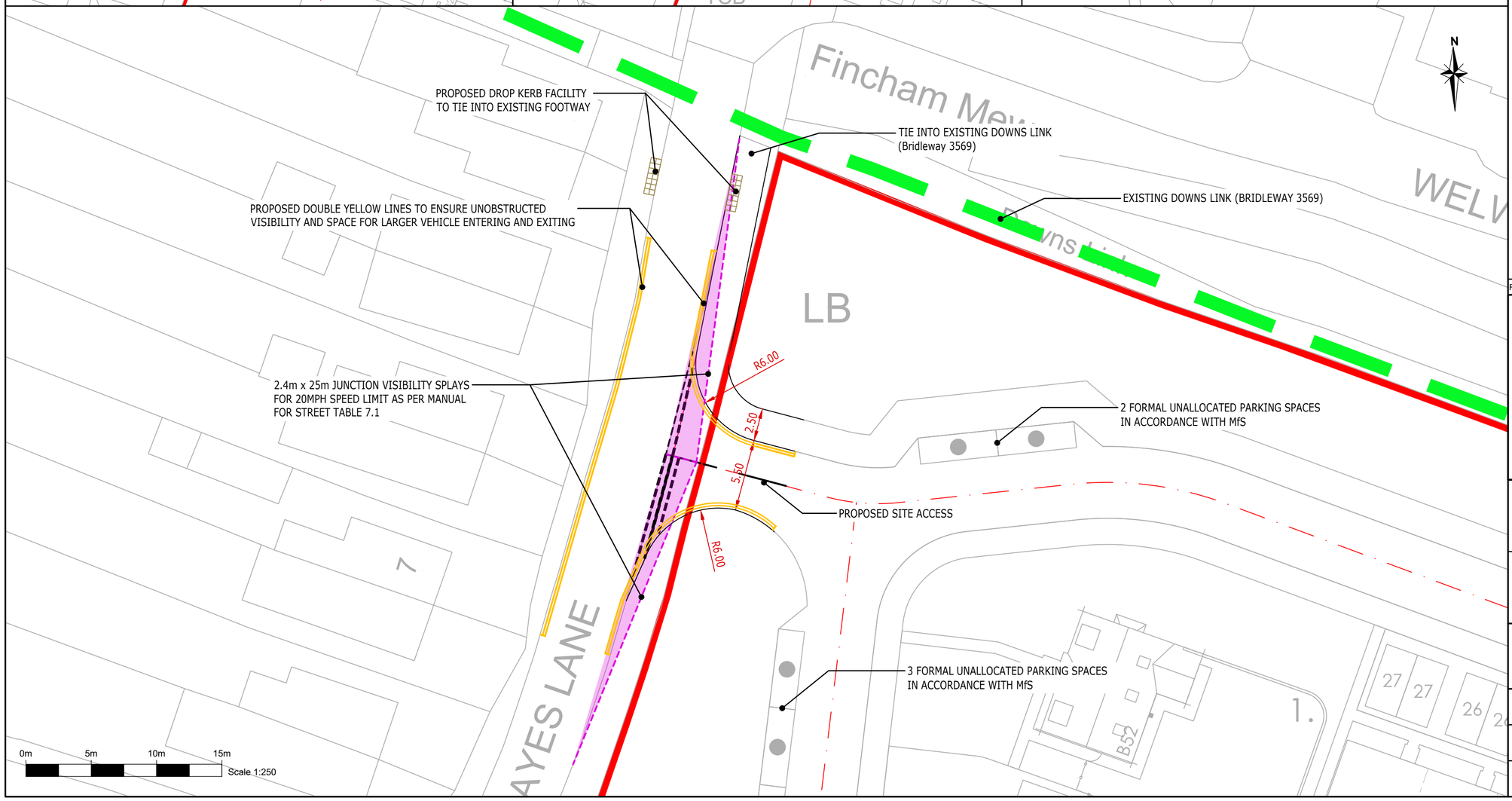
INSET A: REFUSE VEHICLE TRACKING - INBOUND



INSET B: REFUSE VEHICLE TRACKING - OUTBOUND

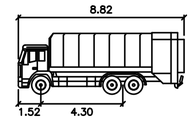


INSET C: OVERALL SITE BOUNDARY



NOTES

VEHICLE PROFILE



Horsham District Council Refuse Vehicle

	meters
Width	: 3.10
Track	: 3.00
Lock to Lock Time	: 4.0
Steering Angle	: 35.3

Rev	Amendments	Drn	Chk	App	Date
A	Layout Updated	DA	SW	SW	Aug 25

Charles & Associates

Issued by

Landmark House
Station Road
Hook
Hampshire
RG27 9HA
01256 630420

Park House
Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford Kent
ME20 6SN
01732 448120

enquiries@c-a.uk.com
www.c-a.uk.com

Job Title

Hayes Lane, Slinfold

Drawing Title

Proposed Site Access

Client

TILCo Limited

Scale	Date	Designed
1:250 @ A2	May 2025	DA
Drawn	**Checked**	**Approved**
DA	CG	GAC
Job No	**Drawing No**	**Rev**
22-011	22-011-013	A

Appendix E Parking Calculation

WEST SUSSEX COUNTY COUNCIL RESIDENTIAL CAR PARKING PROVISION TOOL

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact planninghighways@westsussex.gov.uk.

GUIDANCE ON USE

This parking demand calculator has been designed to comply with the West Sussex County Council Revised Guidance for Parking Provision (2018). This calculator supersedes the West Sussex Car Ownership Parking Demand Tool.

This tool has been designed for use by developers as an initial assessment of car parking provision required in residential developments. This tool provides an indication as to the potential overall parking demand that could be associated with specific development quantums. In addition to the information presented within this calculator it is for the developer to justify the appropriateness of the parking levels proposed with other appropriate data and in discussion with the Local Planning Authority and West Sussex County Council as Highway Authority.

The following is a step by step process for the calculation of development parking demand, all GREY cells require no user input:

1. Select the Ward in which the development is located;
   a. If known select from the drop down in the **BLUE** box marked "Ward"
   b. If unknown use the Ward finder tool by entering the development post code (including the standard space separation e.g. RH6 0AQ, BN11 1DR), then complete a. above.

2. Enter the number of units of each size in the **GREEN** boxes marked "Number of Units of this Type", with respect to the number of bedrooms or number of habitable rooms in the dwelling type.

3. Your total "Parking Demand if 100% Unallocated" (all parking on site is shared) is shown in the adjacent cells.

4. If known, enter the total number of spaces allocated to each dwelling type across the development in the **PINK** boxes marked "Enter Total Number of Allocated Spaces".

5. Your development parking demand using your existing allocation design is then displayed in the **ORANGE** boxes marked "Total Parking Required if Design Allocated Used"

6. The Unallocated Parking Demand is the additional number of unallocated spaces over the design allocated required to meet the total parking demand, and includes visitors parking demand.

7. If your Total Number of Allocated Spaces is greater than the "Parking Demand if 100% Unallocated" then the existing parking design should be reviewed in line with the West Sussex County Council Revised Guidance for Parking Provision (2018).

Ward	District	Parking Behaviour Zone
Itchingfield, Slinfold & Warnham	Horsham	1

Ward Finder			
Postcode	**RH13 0SQ**	**Ward**	***Itchingfield, Slinfold & Warnham***

Number of Bedrooms	Number of Habitable Rooms	Number Of Units Of this Type	Parking Demand if 100% Unallocated
1	1 to 3	0	0
2	4	10	17
3	5 to 6	17	38
4+	7 or more	11	30
Total			85

PARKING DEMAND INCLUDING ALLOCATED PARKING				
Number of Bedrooms	**Number of Habitable Rooms**	**Enter Total Number of Allocated Spaces**	**Unallocated Parking Demand**	**Total Parking Required if Design Allocated Used**
1	1 to 3	0		
2	4	20	4	24
3	5 to 6	34	12	46
4+	7 or more	22	14	36
Total		76	30	106

Appendix F Refuse and Fire Vehicle Swept Paths