

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council - FAO: Jason Hawkes
FROM:	WSCC – Highways Authority
DATE:	16 April 2025
LOCATION:	Land To The South of Furners Lane Henfield
SUBJECT:	DC/24/1538 Erection of 29 dwellings with associated landscaping, open space, parking and creation of new vehicular access More information received. Further information received from Stephanie Bryant's email on 21st February 2025. RECONS requested by Katie Kurek via email on 14/04/2025
RECOMMENDATION:	No Objection

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been re-consulted on proposals for 29 x dwellings on land south Furners Lane. In comments dated 26/02/25 the LHA raised no objection to the proposals which included new dropped kerb tactile paved crossing of Furners Mead opposite PROW 2548-1 (and resurfacing improvement to PROW) and new dropped kerb tactile paved crossing and short section of footway of Furners Mead to connect in to Coopers Way car park.

Further to comments received at Planning Committee, the applicant has provided a response to a number of matters raised, to which the LHA make the following comments:

Width of Furners Lane and suitability for additional traffic

LHA previously assessed the additional traffic levels (15 in AM and 13 in PM peak hours) predicted as acceptable and not considered to cause a 'severe' impact on operational capacity of nearby road network. The existing passing places on Furners Lane are noted and swept path tracking shows cars can pass in opposing directions. Adequate visibility from the access on to Furners Lane, in accordance with recorded 85th percentile speeds, has also been demonstrated and previously commented on as acceptable by the LHA. The lower speeds are reflective of the context of the lane (geometry/ width/ rural nature). As previously commented, existing traffic counts on Furners Lane are low and uplift in vehicle movements as a result of development is not considered to reflect a 'severe' impact. The LHA are in agreement that traffic calming would not be relevant to make the application acceptable in planning highway safety terms considering scale of development, speeds recorded and no pattern of existing road traffic incidents.

Junction capacity

WSCC policy requires that junction capacity modelling is undertaken where a junction may see an increase in 30 or more vehicle movements in any hour. The proposal predicts a peak of 15 in AM and 13 in PM peak hours which is under this threshold and does not warrant further junction capacity assessment. As per comment above, the level of traffic predicted, scale of development and no pattern of existing road traffic incidents does not warrant scope to provide improvements at the London Road/Furners Lane junction.

Parking

Please see previous comments in respect to parking on-site, which has been accepted by LHA.

Additional on-site parking along main spine road has been proposed to reduce informal parking on Furners Lane. A total 6 x visitor spaces will be provided on west side of spine road for this purpose, if required. As previously commented, the provision of these spaces suitably addresses 4.1.2 of Road Safety Audit.

Pedestrian Permeability within site

Internal layout has previously been commented as acceptable to the LHA. Dedicated footway on western side of site, link path leading to PROW 2548-1 (with widening and improvement to this). The applicant has also confirmed that wayfinding signage to the PROW will be included and can be secured by condition. Shared surface areas are used and this is appropriate to the low speed/traffic environment as per para. 7.2.14 of Manual for Streets.

Pedestrian Permeability off-site

LHA has previously accepted the use of internal connection to PROWs and access route to High Street via Furners Mead and new dropped kerb tactile paved crossing and short section of footway of Furners Mead to connect in to Coopers Way car park. The applicant has proposed some additional improvements and these are all fully listed below:

- Dropped kerb/tactile paving for crossing Furners Mead, opposite PROW footpath 2548-1.
- Dropped kerb/tactile paving crossing of Furners Mead (north of no 39, crossing in vicinity of no. 2 Holmgarth).
- Dropped kerb/tactile paving crossing of Furners Mead outside no. 36 to lead to short section of connecting footway to Coopers Way car park.
- Dropped kerb/tactile paving crossing of Furners Mead (and connecting footway) (between no. 35 and 41)
- Dropped kerb/tactile paving crossing of Furners Mead (between no. 41 and 40).

These improvements are detailed on drawing 'Proposed Footway Improvements' (12027_101 Rev. P2). These are considered to be appropriate to the development and will improve the pedestrian route to village for all users as per para. 115 of National Planning Policy Framework.

CONCLUSION

The Local Highway Authority does not consider that the proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 115), and that there are no transport grounds to resist the proposal. If the Local Planning Authority is minded to grant planning consent the following condition(s) and informative note(s) would be advised:

S106 – advise the access works and footway improvements are secured through s106 agreement. Travel Plan Statement should also be secured through s106 or Unilateral Undertaking and monitoring fee of £1695 + VAT

If the LPA prefer to secure the access works and footway improvements via condition, wording is included below.

Access

No part of the development shall be first occupied until such time as the vehicular access and footway improvements serving the development has been constructed in accordance with the details shown on the drawings titled PROPOSED ACCESS FROM FURNERS LANE GENERAL ARRANGEMENT and PROPOSED FOOTWAY IMPROVEMENTS (12027_101 Rev. P2).

Reason: In the interests of road safety and to secure sustainable travel improvements related to the development.

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of 2.4 metres by 28 metres west and 2.4 metres by 25 metres east have been provided at the proposed site vehicular access onto Furners Lane in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Construction Management Plan

The development hereby approved shall not commence until the following construction details have been submitted to and approved in writing by the Local Planning Authority. The details shall include the following measures:

- i. Details of site management contact details and responsibilities;
- ii. A plan detailing the site logistics arrangements on a phase-by-phase basis (as applicable), including: a. location of site compound, b. location for the loading, unloading and storage of plant and materials (including any stripped topsoil), c. site offices (including location, height, size and appearance), d. location of site access points for construction vehicles, e. location of on-site parking, f. locations and details for the provision of wheel washing facilities and dust suppression facilities.
- iii. The arrangements for public consultation and liaison prior to and during the demolition and construction works – newsletters, fliers etc, to include site management contact details for residents;
- iv. Details of any floodlighting, including location, height, type and direction of light sources, hours of operation and intensity of illumination.

The construction shall thereafter be carried out in accordance with the details and measures approved.

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of nearby occupiers and highway safety during construction and in accordance with Policies 33 and 40 of the Horsham District Planning Framework (2015).

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.

Katie Kurek

West Sussex County Council – Planning Services