

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sam Whitehouse
FROM:	WSCC – Highways Authority
DATE:	15 th January 2026
LOCATION:	Land East of 1 To 25 Hayes Lane Slinfold West Sussex
SUBJECT:	DC/25/2006 Outline application with all matters to be reserved except for access and layout, for the erection of 38no. dwellings, (including 13no. on-site affordable housing units), together with access from Hayes Lane, vehicle and cycle parking, landscaping, open space and play provision, sustainable drainage, and realignment of Public Right of Way No.3782.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

WSCC in its role of Local Highway Authority (LHA) has been consulted on the above proposals for highway safety, capacity and accessibility considerations at the above site.

Background and History

The proposal is for a residential development of 38 dwellings including 25 private and 13 affordable dwellings. Access will be via Hayes Lane which in the location of the proposed point of access has a posted speed of 20 mph. The highway aspects of the application are supported by way of a Transport Assessment (TA) dated August 2025. The applicants engaged in pre-application advice with the LHA in May 2025, a copy of the response is included within the TA appendices. The response agreed in principle the trip generation assessment by the applicant and some of the access strategy.

The site has been subject to previous planning applications. Most notably an outline planning application (DC/15/0591) on this site for the erection of up to 50 dwellings was refused by Horsham District Council (HDC) in July 2015. After further information the LHA did not raise an objection to the proposals however and highways was not a reason for refusal at the time of the decision.

Access and Visibility

The access into the site would be taken from Hayes Lane with 6 metre kerb radii and road width of 5.5 metres. This is as previously proposed under DC/15/0591. Drawing 22-011-013 Rev A includes visibility splays of 2.4 by 25 metres in line with the posted speed limit.

In addition, 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. The applicant proposes a Traffic Regulation Order (TRO) in the form of double yellow lines will be introduced around the site access to maintain visibility and ensure adequate space for

vehicles entering and exiting the site. The TRO will be subject to a separate consultation process and there is no assurance that the process will be successful at this stage.

The access and off-site highway works would be subject to a Section 278 Agreement and Technical Check with the LHA's Highway Agreements Team.

Stage 1 Road Safety Audit (RSA)

The TA makes reference to the original RSA submitted in support of DC/15/0591. This RSA has not been submitted with the latest submission but has been stated within the TA. The 2015 application's RSA was undertaken in line with HD19/15 parameters which were ultimately superseded by GG119 in 2018. Therefore, we would advise the RSA on the access strategy is re-commissioned in line with GG119 parameters. This should then be submitted to the LHA for re-assessment.

Network Capacity

Vehicular trip generation was agreed as part of the pre-application and is contained within Section 5 of the TA. The proposed trip generation estimate is considered robust for the number of units now proposed as part of this latest application.

Accounting for the above, it is likely that trips generated by the site disperse across the nearby road network. The access junction would work within theoretical capacity, and no concern would be raised from a capacity perspective to the lower number of units now proposed compared to DC/15/0591.

As identified elsewhere in this response, the capacity impact of this scheme has already been reviewed and accepted as part of the cumulative TA submitted.

Parking and Layout

Car and cycle parking provision will be in line with current WSCC guidelines. The applicant has stated 106 parking spaces within their supporting TA with Appendix E demonstrating the housing mix. The LHA would be satisfied with this amount of parking and given the sites layout this is likely to be the maximum that could realistically be provided.

In terms of site layout, the proposals have been supported by swept path diagrams which will demonstrate the likely types of larger vehicles entering the site. This is included within Appendix F of the TA.

Accessibility

Section 3 of the TA assess Active Travel. The site is reasonably located to encourage travel by sustainable modes including the use of walking, cycling and public transport. These will provide opportunities for residents to travel to the site. Section 3 of the TA includes a table of accessible sites by walking. Most including the local school, store and village hall are within 10/12 minutes walking distance and 3/5 minutes cycling distance.

The site has bus connections from approximately 650 metres north of the site along Lyons Road. The bus services from this stop link Slindfold to Horsham via the 100 route. Horsham train station is located through the number 100 bus service from the site and connects to London Victoria and Brighton amongst other routes.

Conclusion

The LHA would request the Stage 1 RSA is re-commissioned in line with the advice set out above in this response. Following this a further response will be issued.

Jamie Brown
West Sussex County Council – Planning Services