WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council - FAO: Nicola Pettifer
FROM:	WSCC – Highways Authority
DATE:	8 September 2025
LOCATION:	Land East of Tilletts Lane Warnham
SUBJECT:	DC/25/1155 Erection of 59 dwellings with associated open space, landscaping, parking, access, and drainage infrastructure.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for 59 x dwellings on land east Tilletts Lane, Warnham. The application is supported by various technical plans and documents including Transport Statement (TS) and Stage 1 Road Safety Audit (RSA).

SITE CONTEXT & ACCESSIBILITY

The land parcel is east of Tilletts Lane (D class, subject to 30mph) and vehicular access is proposed via Tilletts Lane and Threestile Road (Knob Hill) (C class, subject to 30mph). The site is allocated within Warnham Neighbourhood Plan Policy W6 as suitable for minimum of 50 x dwellings with requirements in the policy including car park to permit occasional parking of up to ten vehicles in proximity to the football pitch, appropriate access into the site for vehicles, and segregated access to the site by cyclists and pedestrians from Threestile Road and Church Street, footpath link to the existing footpath network: paths 1428 and 1429 and 1430 and footpath link from the south-west corner of the site to Tilletts Lane.

PROW 1430 links to footpath 1429, an offroad path linking Lucas Road and Church Street (which features footway and uncontrolled crossing points).

Tilletts Lane access does not propose pedestrian connection due to lack of footway (Tilletts Lane is reduced width with informal passing places and is rural in character). However, a link from southwest corner of site to footway at Lucas Road is proposed and this is discussed further in INTERNAL LAYOUT.

The most direct route from site to Warnham village centre amenities is via PROW 1430 and 1429 which comes out on Church St just north of Caryll Place. There is a bus stop here and to reach the southbound stop there is an existing uncontrolled crossing just north of village stores. Both bus stops are due to have RTPI displays installed at them within the next few months.

Whilst wider amenities may require travel further afield, the village store, bus stops with service between Horsham and Dorking are within walking distance. Warnham Train Station can be reached by 6-minute cycle (from site access on Threestile Road). This route does not feature footway and crossing points along its entirety so may not be suitable for residents to walk the 1.1 mile/ 22-minute walk to the Train Station however could be feasible for cyclists and there is cycle parking at the Train Station in the form of Sheffield Stands.

Shelly Cycle Path (from Bell Road) can be used to link to Horsham within 17 minutes.

A Travel Plan Statement should be provided and secured via legal agreement (s106) along with monitoring fee of £1695. 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.

ACCESS

LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded injury incident near junction of Threestile Road/Knob Hill with School Hill and Tilletts Lane with Knob Hill. However, from an inspection of incident data these were not due to any defect with the junctions or nearby road layout. There is no pattern of road traffic incidents recorded that would suggest a highway safety issue due to road geometry in the locale.

Vehicular Access

Para. 3.1.3 of TS states that there will not be a throughfare for vehicles between two sides of site to reduce sites vehicular impact on local roads (19 dwellings served from west side and 40 dwellings served from east side). This strategy was chosen to reduce local rat running and make majority of use from the more appropriate Threestile Road in terms of carriageway width and vehicle speeds.

Threestile Road access is to be simple priority arrangement T junction with 6m width and 6m corner radii for two-way vehicle movement. The LHA is aware of local concern regards the spacing of the new access with adjacent driveway accesses. Considering the posted limit of 30mph (and speeds recorded below this) Manual for Streets (MfS) is the relevant guidance. It should be noted that MfS is *guidance* for best practice and does not stipulate standards. Whilst it does reference some design codes used in other parts of the country in terms of junction spacing, it does not stipulate a standard for this. Furthermore, it is considered closer spacing is more pertinent as a potential issue where both junctions near one another are subject to intensive use. It is not considered that the adjacent residential driveways would feature vehicle movements at such an intensive level to cause conflict with the site access. Furthermore, the existing adjacent private dwelling driveway crossovers will be realigned and swept path tracking shows these are still workable with site access in place. Tracking also shows refuse collection vehicle and fire tender can access and turn within the site.

ATC survey on Threestile Road revealed 85th percentile speeds of 22.3mph northbound and 22.5mph southbound requiring stopping sight distance (SSD) visibility splays of 28.6m south and 28.9m north in accordance with MfS. This has been demonstrated as achievable from 2.4m 'x' distance entirely within publicly maintained highway land and forward visibility to vehicles waiting to turn right in to site has also been assessed as achievable.

Tilletts Lane access is to be simple priority arrangement T junction with 6m width and 8m corner radii to facilitate servicing vehicles. Swept path tracking shows vehicles can pass, refuse vehicle and fire tender can manoeuvre the access and turn within the site. ATC survey on Tilletts Lane revealed 85th percentile speeds of 31mph northbound and 29.8mph southbound requiring SSD of 44.9m south and 42.5m north in accordance with MfS. This has been demonstrated as achievable from 2.4m 'x' distance entirely within publicly maintained highway land and applicant owned land and could be secured via suitably worded condition.

Visibility and tracking has also been assessed at the Tilletts Lane/Mayes Lane junction to the north where improvements are proposed in the form of upgrading existing 'Y' junction to a standard priority arrangement T-junction (removing grass island) and associated geometry and alignment changes. This will make priority clear and improves junction exit visibility and intervisibility for right turning vehicles. Para. 3.8.6 of the TS states that applicant is to make a financial contribution to this scheme. Our preference would be for this to be delivered as part of the s278 package of works considering the developer has considered the improvements necessary for the development. This is also requested due to there being no current WSCC schemes for this area, that this would be more cost effective for the developer to deliver the works as part of the s278 package of off-site highways works (along with the site access works etc).

Pedestrian Access

1. PROW 1430 proposed to have alignment changes and widening enhancement with metaled surface. This is most direct route to village centre. WSCC PROW have commented on this, but the LHA wish to reiterate comments made at pre-application stage – namely, if this is to be upgraded to a bridleway for shared use it should be 3m width, surface should be hardbound, and lighting of the PROW should be explored considering likely level of pedestrian use. PROW team have requested that if lighting is proposed that this is not maintained by them and should not restrict or limit the use of the PROW and negatively impact lawful users.
2. Footway connection at southwest corner of site to Tilletts Lane – drawing 2024-6645-000 shows connecting footway and new dropped kerb/tactile paved crossing of 52-82 Tilletts Lane access road which would be secured as part of s278 off-site highway works.
3. Pedestrian route on Threestile Road site access tie into the site and linking to the village green (via short section linking footway to be secured as part of s278 off-site highway works).
4. Tilletts Lane access – operates as shared surface for cyclists/pedestrians wishing to access PROW 1427 though considered not a main pedestrian route.

Stage 1 Road Safety Audit (RSA)

As the proposed Tilletts Lane/Mayes Lane junction modifications are requested to be secured via s278, the LHA request that the RSA cover these works also.

2.1 – at the time of RSA auditor had not seen swept path tracking so raised issue for potential detritus being dragged along Tilletts Lane causing collision and advised tracking undertaken – this has been carried out and LHA agree this shows verge would not be overrun and thus issue is addressed.

2.2 – downward gradient on Threestile Road could lead to vehicle overshooting give way lines of site access road – advise gradient of access road and surface be appropriate. Designer responded that gradient will be 1:20 for first 20m with metalled skid resistant surface – LHA consider issue addressed.

2.3 – north side of access to Threestile Road has mature tree – risk to its stability. Auditor recommended arboriculturist determine whether it can be retained or not. Designer has undertaken this with recommendation to remove tree – LHA consider issue addressed.

2.4 – uncontrolled pedestrian crossing of development access road near junction with Threestile Road – risk of collision due to shared use path cyclist transition on/off carriageway – cyclists likely to use dropped kerb of pedestrian crossing increasing risk of pedestrian/cyclist collision. Auditor recommend flush transition to

carriageway for cyclists from the pedestrian crossing. Designer provided transition kerb and cycle marking to allow cyclist to enter carriageway. Not clear which drawing this has been updated on – please provide.

Issues outside remit of RSA – Considering the issues raised relate to highway safety, the LHA consider that the Designer needs to respond to these as safety issues that have recommendations given by auditor.

3.1 - Existing overrun of verges on Tilletts Lane – advise formal passing places provided between development access and Threestile Road (north). LHA considers formalised passing places would be beneficial and appear achievable within publicly maintained highway land and could be provided as part of the wider s278 works. Designer should respond on this point.

3.2 – lack of footway from Tilletts Lane to Warnham village to south however LHA consider that footway from within site shown to southwest corner to link in with existing footway at Lucas Road addresses this issue.

3.3 – Advises footway link shown from Threestile Road access be across village green – this has been demonstrated, addressing the issue.

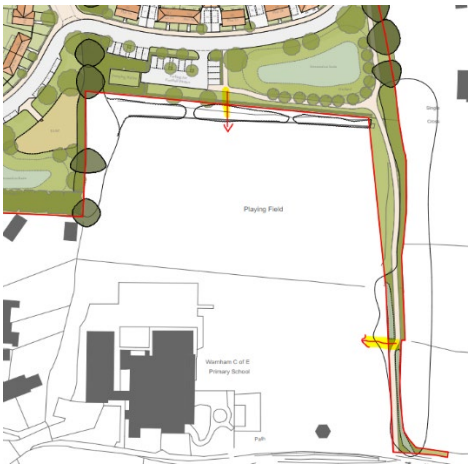
INTERNAL LAYOUT

Permeability will be retained for walking and cycling to encourage and promote sustainable and active transport modes over the vehicle. The landscaping plans show proposed tree and bench and bollard treatments north of plots 49/50 and south of plot 4 which should allow sufficient width for a cycle or pedestrian through route. Currently the approx. 1.2m width between bollard and verge/dwellings is too narrow. LTN 1/20 at para 6.4.3 states, "Cycle Lanes less than 1.5m wide should not normally be used as they will exclude the use of the facility by larger cycles and are therefore not inclusive". There should be a minimum 1.5m width and any landscaping feature (e.g. tree/bench) should be kept to edge of carriageway and a single bollard used – this will prevent vehicle access whilst maximising space for pedestrians and cyclists. The current treatment does not do this. See fig. 7.1 of LTN1/20 for examples of acceptable modal filters.

Swept path tracking shows the internal layout is suitable for all anticipated vehicles, with these able to manoeuvre within the site on the looped estate road to exit in a forward gear. The estate road forward visibility has been based on 20mph design speed (25m) and is demonstrated along main estate road.

East side of site features 2m footway whilst west side is shared surface arrangement as is suitable for level of anticipated vehicle movements (below 100/ hour as per Manual for Streets para. 7.2.14).

It is worth noting that the site proposes an internal connection to PROW footpath 1430 which runs east of the Primary School. Considering the proposed football pitch car parking, a link should be shown for pedestrians to the Playing Field. It would also be beneficial for a link from PROW 1430 to the Primary School grounds be provided, if possible, as indicated below:



Parking

Car parking has been assessed using WSCC Guidance on Parking at New Developments and based off the proposed housing mix of 11 x 1-bed, 23 x 2-bed, 19 x 3-bed and 6 x 4-bed units. The site is in PBZ1. Using table 2 of the guidance the site has requirement for 113.6 resident spaces + 11.8 visitor (125.4 total). Using the WSCC PDC tool gives a different figure of total demand for 147 spaces.

Counting all external and car port spaces there are a total 120 allocated spaces across the site + 23 x visitor spaces (total 143 x spaces). Thus, the LHA is satisfied that sufficient parking on site has been demonstrated. Considering volume of visitor parking proposed it would be beneficial for some of these spaces to be marked up with additional access hatching/lining as suitable as accessible bays as per DfT *Inclusive Mobility.*

Bicycle parking will be provided in accordance with WSCC Guidance and final details can be secured by condition.

TRIP GENERATION

TRICs has been used to estimate potential vehicular trip generation as a result of the development and found 30 movements in AM and 29 in PM peak hours could result, of which 20 trips in AM and PM peak would be from Threestile Road access and 10 trips in AM and 9 trips in PM peak hours would be at the Tilletts Lane access. This means that no single access point would see over 30 vehicle movements in any one hour and thus no further junction capacity modelling would be required. Nevertheless, distribution and traffic assignment models have been provided to demonstrate likely distribution of traffic from site to wider road network junctions and shows that the impact at nearby junctions would not be over 30 vehicle movements in any one hour.

CONCLUSION

In summary the following further information is required:

- Travel Plan Statement.
- Confirmation that Tilletts Lane/Mayes Lane proposed junction improvements to be delivered by developer as part of package of s278 off-site highway works.
- More detail on PROW 1430 proposals including; 3m width if proposed to be upgraded to a bridleway along with hardbound surface. Lighting of the PROW should also be explored.
- Provide drawing addressing issue 2.4 of RSA.
- RSA should also cover Tilletts Lane/Mayes Lane junction improvements and updated Designers Response to be sent.
- Address issue 1 of 'items outside remit of RSA' – passing places on Tilletts Lane.
- Improved width and landscaping for modal filter (north of plots 49/50 and south of plot 4) which should allow sufficient width for a cycle or pedestrian through route.
- Pedestrian link from pitch car parking to playing field and from PROW 1430 to the Primary School grounds.
- Some visitor bays to be marked with additional lining/hatching as accessible bays.

Please ask the applicant for this additional information and re-consult.

Katie Kurek
West Sussex County Council – Planning Services