

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Jason Hawkes
FROM:	WSCC – Highways Authority
DATE:	5 June 2026
LOCATION:	Land Parcel at 520241 133665 Wimland Road Faygate West Sussex
SUBJECT:	DC/26/0731 Application for approval of Reserved Matters pursuant to Condition 5 of Outline Planning Permission reference DC/16/1677 for the construction of a primary road through Sub Phase 2C, footpaths and cycleways, foul and surface water drainage including SuDS basins, landscaping, and associated infrastructure.
RECOMMENDATION:	Advice

Comments are made in respects of

- Transport Statement, dated 7th April 2026
- RMA3/Sub-Phase 2C Primary Road General Arrangement – Sheet 1 of 2, drawing number MOW-GLA-RMA3-PH2-1101, revision P3
- RMA3/Sub-Phase 2C Primary Road General Arrangement – Sheet 2 of 2, drawing number MOW-GLA-RMA3-PH2-1102, revision P3

The proposals amount to a length of access road forming an extension to that length of road within DC/25/1543. The proposal essentially continues with the same design principles established within other infrastructure planning applications within Phase 2. There are no concerns in these regards with carriageway, foot, or cycle way widths or alignments.

The layout is noted as including a number of priority junctions and bus stops. The proposals also include a Pegasus crossing albeit this lies across the cut line between the current application and DC/25/1543. The Pegasus crossing was effectively considered as part of the 2025 application and is not considered again here.

Consistent with other adjoining phases, the layout includes a segregated two-way cycle-way along with a separate footway on the eastern side. As part of this and in-accordance with current best practice, priority is given where the

foot/cycle way crosses a junction. The principle of this has already been established within other phases.

At all junctions shown, a partial set-back is included; this effectively means that a vehicle turning in will not fully clear the main carriageway if it then has to stop to give-way to anyone crossing. The alternate arrangement is a full setback, allowing a turning vehicle to turn in and wait clear of the main carriageway.

The principle of partial setbacks has been established with it agreed that this would be acceptable at those more lightly trafficked junctions where there will be relatively few turning movements. For the purposes of the current application, there are no details as to what the various parcels will serve or any indication given as to the number of turning movements. Additional information would be sought to support the use of partial setbacks at all locations shown.

In-accordance with current WSCC Policy, a Stage One Road Safety Audit has been undertaken (as included within Appendix C of the Transport Statement). The Applicant will be aware of WSCC requirements concerning this with a copy of the RSA Response needing to be provided to WSCC to complete the Overseeing Organisation and for Agreed Actions to be included. Once agreed, this can then be submitted and included as part of the planning file.

In summary, there are no in-principle issues raised. Additional information would be required to support the use of partial setbacks as well as there being a need to complete the RSA Response having to be completed.

Ian Gledhill

West Sussex County Council – Planning Services