

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Alice Johnson
FROM:	WSSC – Highways Authority
DATE:	1 st September 2026
LOCATION:	Land Between Muntham Drive and Smugglers' Lane, Chapel Road, Barns Green West Sussex
SUBJECT:	DC/26/0933 Erection of 31 dwellings with access from Chapel Road including roads, parking and open space.
DATE OF SITE VISIT:	Site Known to Officer through Site Visits to nearby DC/2057/25- Visited January 2026
RECOMMENDATION:	More Information

WSSC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access.

Site History and Proposals

The LHA has commented on the nearby site under application DC/25/2057 for 68 dwellings. This application has been recently refused by the Local Planning Authority. This development to the east of the earlier site is proposing 31 dwellings with the transport aspects supported by Transport Statement (TS) dated May 2026. The LHA has previously undertaken a site inspection on the area as part of the earlier proposals adjacent to this site.

Access and Visibility

Vehicular-The proposal will be accessed via a 5.5-metre-wide carriageway with a two-metre-wide footway on its northern side. Drawing 25-782-SK01 Rev B shows the relationship with the recently refused DC/25/2057's access strategy including the proposed off-site highway works as part of this application. The new access is located to the adjacent to the public house car park, the location of the car park is not considered to be a detriment to the workability of this proposed access.

The visibility splays using a speed survey and 85th percentile recorded road speeds are accepted with splays 2.4 by 40 and 41 metres included.

Pedestrian-For pedestrian access the applicant proposes to extend the footway for approximately 20 metres along the southern side of Church Lane to create a short, pedestrian refuge to aid crossing. Subject to any Appeal Process with DC/25/2057, the Design Team should consider further pedestrian crossing facilities to the southwest of the site as the highway works shown are not guaranteed. The pedestrian desire line is also on this side (north western) of the carriageway. This may involve extending what is shown on the plans for DC/25/2057 to further to connect to the other side of the carriageway which would require another crossing point to formally connect. In essence this is to demonstrate that each site could come forward separately.

Internally the site will connect onto Muntham Drive to the north, ideally this should be a cycle access as well as pedestrian at present it is shown only for pedestrians. Finally, it

would be advised that the internal layout includes a link to the nearby Public Right of Way (PRoW) Smugglers Lane to allow another alternative access for pedestrians into the site.

Stage 1 Road Safety Audit

The access strategy and proposed off site highway works have not been subject to a Stage 1 RSA in accordance with GG119 parameters. This will need to be completed to allow the application to be commented on further by the LHA.

Network Capacity

Via the Trip Rate Information Computer System (TRICS) the TS has demonstrated that the care home would generate up to 15 two-way trips in the peak hours (08:00am-09:00am and 17:00pm-18:00pm). Given these likely movements there is no requirement for the Design Team to undertake further junction capacity testing. The LHA would not raise a capacity concern with the anticipated amount of additional vehicular movements onto the local network.

Layout and Parking

The proposed parking allocation for vehicles is accepted. Cycle parking should be provided in accordance with LHA parameters, there is a commitment within the TS but the exact number hasn't been confirmed, this should be secure and covered and ideally provided in garages or dedicated cycle sheds.

The site layout has been tracked via swept path diagrams illustrated to demonstrate that a fire or refuse tender can adequately manoeuvre at the front of the building. The vehicle tracking is shown within the TS on Drawing 25-782-TR01 Rev A.

Accessibility

The TS includes an overview of sustainable transport measures. Of note is the site's central village location which provides access to essential day-to-day services within the village. These include a shop, post office, public house, school, village hall, and community facilities, all within a short walking distance.

If the site can be connected to the Public Right of Way (PRoW) network as outlined earlier in this report, an alternative walkable route providing links to the village centre will be achieved. However, these routes may only provide a fully accessible route seasonably.

Whilst the site does benefit from having amenities within walking distance from the village, future residents would be reliant on the use of the private car for services and amenities further afield.

Ultimately, it is the LPA's decision to consider aspects of sustainability/accessibility as part of their decision-making process, though the LHA does not consider an objection should be raised on these grounds in line with National Planning Policy Framework (NPPF) guidance.

Conclusion

As outlined in the response the LHA will require further information from the Design Team on the following matters:

- Stage 1 RSA on the access strategy (any changes to the access strategy in line with the comments above will have to be assessed through the RSA process).
- Investigation of a PRoW link into the site from Smugglers Lane.
- Investigation and demonstration of pedestrian crossing points into the site as outlined.

Jamie Brown
West Sussex County Council – Planning Services