

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sam Whitehouse
FROM:	WSCC – Highways Authority
DATE:	15 th June 2026
LOCATION:	Land Off Old Crawley Road Faygate West Sussex
SUBJECT:	DC/26/0671 Outline Application for a development of up to 120 dwellings (including 45% affordable) with all matters reserved except for access.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Background and Site History

WSCC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access. The proposals are for an Outline planning application for the development of up to 120 residential units on land south of New House Farm, Old Crawley Road, Faygate.

The application is an update of an application from 2020 for 473 dwellings which was dismissed at Planning Appeal in 2021 following a public enquiry. The LHA ultimately raised no objections to the proposals from the LHA's perspective.

Following this the applicant engaged in pre-application advice in 2023 with the LHA to establish the principles of a lower number of dwellings onto the development site. The application is supported by way of a Transport Assessment (TA) which considers the latest changes to the proposals.

Access Strategy

It's noted that the site access junction remains as per the previous scheme (i.e. as traffic signals) supported by the original Stage 1 Road Safety Audit (RSA). The design is a modification of the previously approved design prepared for the 2020 submission. The modifications include the deletion of the dedicated left and right turn exit lanes from the development. Within their TA the Design Team use the justification that modification has been possible due to the development scale materially reducing from 473 units to 120 units, and the overall reduction in traffic generated by the smaller scheme.

Given the time and the changes to the access this would require a re-commissioned RSA and would need to go back to Traffic Signals to make sure they are still satisfied with the proposals and modifications, this is only possible following the completion of the RSA. Once this has been produced the LHA can provide further commentary on the access strategy.

Network Capacity

The TRICS trip rates previously applied remain acceptable. This was outlined in the originally submitted Transport Assessment supporting planning application DC/20/0470. A revised trip distribution exercise has been undertaken based on the agreed vehicle trips and distribution. It's accepted that not all junctions previously modelled will need to be included within the assessment for this revised scheme. The A264 Moorhead Roundabout

is due to be signalised (the s278 agreement is currently being considered by our Highway Agreement's Team), this has been accounted for in the TA.

Much of the above was discussed with the LHA previously and the basis remains acceptable.

Conclusion

As outlined above the LHA would require some additional information with regard the RSA to include its re-commissioning to reflect the changes in the access strategy over what was previously agreed in 2020. Once this has been submitted the LHA will provide additional comments.

Jamie Brown
West Sussex County Council – Planning Services