

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Alice Johnson
FROM:	WSSC – Highways Authority
DATE:	13 th July 2026
LOCATION:	Land North of Little Slaughterford Chapel Road Barns Green West Sussex
SUBJECT:	DC/25/2057 Proposed development of 68 dwellings with vehicular and pedestrian accesses, public open space, hard and soft landscaping and associated works including supporting foul and surface water drainage works and works to existing culverted watercourse on site. Additional information and amended plans have been received for this proposal. Additional information and amended plans have been received for this proposal on 29/05/2026 and on 18/06/2026.
DATE OF SITE VISIT:	Site known to officer-visited in January 2026
RECOMMENDATION:	No Objection

Background

WSSC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access. The application proposes 68 dwellings (including 17 affordable and 7 shared ownership (24 total / 35%) at the site with vehicle access onto Chapel Road.

This response considers the Transport Appraisal from Itchingfield Parish Council (PC) (dated May 2026) to a number of highway related points at the site which in turn the applicant's Design Team have provided their own representation to this. This LHA response provides a summary of the LHA's assessment of each of these documents.

The LHA has undertaken a site visit as part of the original consultation request in January 2026.

Access Strategy (as proposed) and Network Capacity

The access strategy forming part of the original submission has been reviewed again since the January 2026 consultation response. For clarity this includes the Herons Reach (DC/19/2052- *restoration of Herons Reach, erection of a new detached shop building with flat above and erection of a dwelling*) development as outlined in the Parish Council's TA.

The LHA raised no objection to this application in 2019. The application was subsequently allowed at Planning Appeal in June 2020. The application proposed 6 parking spaces off site which could be housed off site within land under the applicant's control. The Planning

Inspector noted that *'Given the lack of pressure for on-street parking in the surrounding roads, I can identify no harm from the proposal to highway safety'*.

Given the small scale of the proposals at Herons Reach the relationship with this proposal and the Herons Reach access are not likely to result in any detrimental impacts on the network or any increase in parking that would be detrimental to highway safety. As outlined later in this response the parking requirements for this site are within the LHA parameters therefore no concerns would be raised that this proposal will directly add to additional on street parking demands. In summary the LHA are satisfied that the two sites access points can come forward together in a safe manner.

The access to the proposed development as shown meets the requirements for visibility and it has been demonstrated previously the access strategy works in principle. No changes are made to the LHA response.

In terms of the Stage 1 Road Safety Audits (RSA) these are undertaken at the completion of preliminary design and normally before planning consent is granted, as this is usually the last occasion at which land requirements may be increased and the basic design principles can be altered. The RSA provides an assessment of the sites access strategy and any off-site highway works associated with this. The specific purpose of a Road Safety Audit is to assess the safety implications of proposed changes to the adopted highway. The Road Safety Audit, therefore, does not include the highway or pedestrian network in the wider area.

As LHA we have to assess the proposals as submitted by the developer and determine, in our professional judgement, whether the proposals as designed are acceptable or not from a planning perspective. The existing footway arrangement adjacent of the site meet the minimum guidance within Manual for Streets (MfS) and provide connections to nearby local facilities. As outlined previously this has been accepted and agreed and is considered to be acceptable in planning terms.

Vehicular trip generation was agreed as part of the pre-application. Accounting for the above, it's apparent that trips generated by the site quickly disperse across the nearby road network. The modelling assessments clearly demonstrates that the junction would work within theoretical capacity.

Speed Calming Measures as proposed in PC's TA

We have undertaken internal discussions on the proposed traffic calming measures specially the Raised Table/Compact Roundabout which it is suggested could form an alternative access into the site. We have assessed the information provided and utilising drawing CHA-P-01 P3, the suggestions by the PC's TA have been discussed internally with a Highway Agreements Project Manager. It should be noted this option of an alternative access strategy is not before the LHA for consideration and has been put forward for consideration by a 3rd party not the Developer.

For a road of this class and size, a roundabout is considered excessive; traffic flows are likely too low to require the compact roundabout. The compact roundabout would equalise movements on all arms (side roads access main road), but our view is that traffic would be too low on all arms to warrant the compact roundabout as shown.

Other Comments:

- The deflection on the main north-south route looks marginal, raising risk of vehicles running straight across the roundabout without reducing speeds.
- Entry path radii on all approaches appears to be straight
- The compact roundabout is less convenient for cyclists, although this is mitigated by the fact that the roads on all arms are likely to be lowly trafficked

In conclusion the LHA view is that the addition of a Compact Roundabout is excessive for the location and anticipated traffic flows and not required to make the application acceptable under National Planning Policy Framework policies (NPPF) policies.

Accessibility

Whilst the site location has been previously acknowledged by the LHA. The TA's critique focuses on the site's location and the Department for Transport's Connectivity Tool findings. 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. The LHA has sought sustainable transport improvements to the proposals that are proportionate to the development proposed, these are being discussed currently as part of the s106 agreement.

Additionally, the site is connected to the Public Right of Way (PRoW) network, with walkable routes providing links to the village centre. PRoW connections have been committed to as part of the internal layout. 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.

It is also important to note that the document stated above are guidance and therefore should be read in that context with each application site. In some circumstances there is a degree of professional judgement that needs to be taken to assess the proposals in each location and in this instance the proposals are appropriate given the likely use.

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 NPPF guidance.

Parking and Layout

Much of what was previously advised on the 30th January 2026 would still stand in terms of advice in relation to the proposed layout. The LHA has reviewed the updated parking information as submitted in the SLR Note from 2nd April 2026 and would not have any concerns with what is proposed in terms of internal modifications or parking numbers. Internal footpaths should have a minimum of 1.5 metres in width in line with MfS parameters, this should be confirmed by the Design Team.

Conclusion

Following assessment of the TA and the Design Team statement the LHA do not consider any changes to the recommendation are required and therefore the comments the LHA submitted on the 30th January 2026 remain valid subject to the latest conditions:

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled *SITE ACCESS ARRANGEMENTS - OPTION 2 PLUS CHAPEL ROAD NARROWING* and numbered ITL200844-GA-0 Rev B

Reason: In the interests of road safety.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout

the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- the prevention of deliveries at the site during school drop-off and pick-up time (generally 0800-0900 and 1430-1530),
- Access arrangements from the public highway, including temporary accesses and alterations to existing accesses.
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

INFORMATIVE

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Jamie Brown
West Sussex County Council – Planning Services