

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Alice Johnson
FROM:	WSSC – Highways Authority
DATE:	1 st June 2026
LOCATION:	Land at Station Road Warnham West Sussex RH12 3SR
SUBJECT:	DC/26/0585 Outline application for the erection of approximately 24 residential dwellings, with all matters reserved except for access.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Background

WSSC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access. The development proposals seek to redevelop the land for the erection of up to 24 residential dwellings, with a mix of houses and flats. The proposals are for Outline permission only at this stage.

The LHA undertook pre-application advice with the Design Team in 2021 for the proposals at which time 49 dwellings were proposed. The latest application is supported by way of a Transport Statement (TS) dated February 2026.

Access and Visibility

The proposed access arrangement is to be provided off Station Road, on the southern boundary of the site. The LHA has reviewed the information submitted within the TS and offers the following comments:

- At the junction of the proposed road and Station Road, the TA confirms that appropriate radii are provided (shown at 6.5m on J32-8671-SK-00) that are supported with swept paths for a refuse vehicle and fire appliance.
- Appropriate visibility splays have been demonstrated at the junction with Station Road in accordance with 85th percentile road speeds via a speed survey. There is some mature hedge along Station Road that might impact visibility splays. Confirmation is required if there is a requirement for any third party land that would make visibility to the left unachievable when exiting the proposed road.
- Appropriate carriageway widths to be provided on the new road. There are no indicative dimensions on the plan (5.5m is shown on drawing J32-8671-SK-00).
- There is no clear pedestrian crossing provision or continuity along Station Road
- The LHA's database which holds data on recorded incidents over the last 5 years has been checked and we are satisfied there are no patterns attributing to any highway layout or defect which would require any mitigation.

Pedestrian Accessibility Improvements- Station Road / A24 / Bell Road

The LHA has reviewed the highway improvement works on the A24/Station Road/Bell Road as proposed by the applicant on drawing J32-5244-PS-005 Rev C. Notwithstanding changes may be required as part of a revised RSA the LHA would offer the following comments following assessment of the plan and supporting information:

- The crossing point is too close to the junction and needs to be amended to reduce risk of pedestrians from turning vehicles. The crossing is shown located within skewed kerblines of the A24.
- The footway width on the western side tactile paving appears to be barely a metre wide. This will be too narrow for eastbound pedestrians waiting to cross the A24. It is shown as equivalent to 2 tactile paving slabs width (800mm)
- The width of the refuge island in the ghost island at absolute minimum (1.5m). This will not be suitable for wheelchairs, pushchairs and dismounted cyclists. This will result in poor comfort and safety perceptions. Consideration to be given to widening the depth of the refuge island. CD 143 recommends:

Refuge islands

E/4.6 Refuge islands shall not be provided where the speed limit is greater than 40 mph except where the refuge island is incorporated into a single lane dualling design.

E/4.7 Table E/4.7 shall be used to determine the depth of pedestrian and shared use refuge islands, measured in the direction of travel of the pedestrian or cyclist.

Table E/4.7 Depth of pedestrian and shared use refuge islands

User type	Desirable minimum depth	Absolute minimum depth
Pedestrians	2.0 metres	1.5 metres
Shared use	3.0 metres	2.5 metres

E/4.7.1 The width of the pedestrian or shared use refuge island should not be less than the width of the connecting facility or less than 2.0 metres.

- The RSA will need to incorporate any changes to the above and Auditor comments will be required.

Stage 1 Road Safety Audit (RSA)

A Stage 1 RSA has been undertaken and this was completed in July 2021, this includes the access strategy and proposed works onto the A24 to west. As 3 years have passed since the original RSA was undertaken the LHA would require the RSA to be re-commissioned or an Auditor confirmation that this is still acceptable and relevant in the current context. In addition, the Designer's Response section of the RSA needs to be completed by the Design Team so the LHA as overseeing organisation can formally sign off the process.

Network Capacity

Via the Trip Rate Information Computer System (TRICS) the TS has demonstrated that the residential development would generate up to 15 and 13 two-way trips in any one hour in the standard weekday peak periods (08:00am-09:00am and 17:00pm-18:00pm) respectively. This is likely to equate to an extra movement every 3/5 minutes. The LHA would not raise a capacity concern with the anticipated amount of additional vehicular movements onto the local network, and no further assessments are required.

Layout and Parking

The proposals are for Outline consent therefore it is appreciated that the internal layout, parking mix and design could change as the scheme progresses. However, based on the information provided the following comments would be offered:

- Parking allocation of 36 resident spaces and 5 visitor spaces considered sufficient for the requirements of the proposals. A parking survey has been undertaken and the results have been assessed by the LHA and the results show there is capacity on-street if there is any overspill in parking.

- Spine road serving plots 17-24 appears constrained, particularly at the bend. Swept path for refuse/fire vehicles is likely non-compliant. Ensure refuse/fire appliance vehicle tracking overlay works without overrunning footways.
- Swept paths confirm adequacy of turning heads is confirmed on drawing J32-8671-AT-A02.
- Not clear how pedestrian routes stake out at Spine Road/Gravel Access Road junction
- Access to parking spaces to be designed as vehicle crossovers, not a combination of crossovers and bellmouths.
- Lack of continuous pedestrian infrastructure. Not clear if footways are provided on both sides along the block paved road or it's a shared surface road.

Conclusion

The LHA would require further information and consideration on the areas raised within the response including:

- Pedestrian Accessibility and improvements
- RSA
- Vehicular Visibility

Jamie Brown

West Sussex County Council – Planning Services