

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Alice Johnson
FROM:	WSCC – Highways Authority
DATE:	30 th January 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.
DATE OF SITE VISIT:	15 th January 2026
RECOMMENDATION:	No Objection

Background

WSCC in its role of Local Highway Authority (LHA) has been consulted on the above proposals for highway safety, capacity and accessibility considerations at the above site.

The application proposes 68 dwellings (including 17 affordable and 7 shared ownership (24 total / 35%) at the site with vehicle access onto Chapel Road. The road is subject to a 30 mph speed limit in this location.

The highway aspects of the proposals are supported by way of a Transport Assessment (TA). This includes a Stage 1 Road Safety Audit (RSA), Capacity Testing and a Travel Plan (TP). It is acknowledged that the LHA provided pre-application advice to the Design Team in July 2025 which was for a speculative application for 65 dwellings. Reference is made within the applicant's supporting Transport Assessment (TA) of the discussions with the LHA and the signed RSA. These discussions also formed the basis of the TA (dated 18th September 2025) submitted and assessed as part of this application for 68 dwellings.

Access and Visibility

The site access/highways works and proposals have been included on plan ITL200844-GA 006 (scale 1:500) with achievable visibility splays. The application will result in a new access/priority junction from the western side of Chapel Road, leading to a 5.5m wide access road leading to the proposed development. The visibility splays are based on 85th percentile road speeds along Chapel Road and would be accepted by the LHA.

A new 2m wide footway will be introduced on the western side of Chapel Road, that ties into Smugglers Lane. Drawing ITL200844-GA-006 shows this and includes tactile paving at the crossing points at the access.

As discussed during the pre-application consultation the application proposes the widening of Chapel Road to 7.5m wide carriageway for two-way free-flowing traffic (5.5m) and on-street informal parking (2.0m). The revisions will result in space for up to 10 cars to park on-street. The parking area and build outs have been assessed by the LHA's Road Safety

Team who have not raised any objections to the proposals. The access and off-site highway works would be subject to a Section 278 Agreement with the LHA and Technical Check.

Stage 1 Road Safety Audit

A Stage 1 RSA has been submitted by the applicant and reviewed by the LHA as part of the pre-application advice. This covers the access and proposed off-site highway works. The RSA has been undertaken in accordance with the GG119 governance document by an independent Audit. A Design Team response to the RSA has also been prepared. All matters raised in the RSA have been addressed in accordance with the Auditor recommendations and there are no outstanding matters raised through the audit process. The LHA formally signed off the RSA as part of the pre-application response and a copy of this is contained within the appendices of the TA.

Accessibility and Travel Plan (TP)

The site is located within 400m of bus stops serving either directions allowing onward connections to destinations such as Storrington, Horsham and Christ's Hospital. Both rail stations can be accessed via the number 64, 74 and 74A services which links to Brighton, Horsham, Gatwick Airport and London Victoria amongst others.

The TA identifies the potential for walking and cycling opportunities. Paragraph 2.22 of DfT document LTN 01/20 Cycle Infrastructure Design considers that two out of every three personal trips are less than 5 miles (or 8km) in length is achievable for most people. Within Section 3 of the TA there are some examples of localised areas of employment, retail, health and leisure within achievable walking or cycling distance.

During the pre-application discussions the applicant agreed to investigate the localised improvements of bus stops with either real time information or improved shelters. The TA continues to commit to this; however no details have been provided as to which stops they will look to improve. The commits to the works and these can ultimately be secured via a planning condition however ideally this should be confirmed prior to any consent being granted.

The TA does confirm that a connection between the site and neighbouring PRoWs has provided in the northwest corner of the site. This will provide an alternative route to the local facilities on Muntham Drive to the north of the site and is supported by the LHA.

The submitted TP is noted. This accords with the requirements of WSCC. The applicant should note that WSCC apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a s106 agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

Network Capacity

Traffic flow information has been provided with the current application within the TA. This information considers the proposed residential uses. The traffic flow generation is based upon the use of TRICS (Trip Rate Information Computer System). TRICS is a database containing surveys of other completed and occupied developments. The database can be refined to use comparably located site uses to forecast potential traffic generation. TRICS is an accepted means of determining traffic generation.

Based on the assessment the development proposals are predicted to generate 26/31 and 28/33 vehicular trips in the AM and PM peak hours respectively. The site selection

methodology has been checked, and the likely trip numbers are considered representative for this type of development.

As outlined during pre-application discussions the applicant has tested the capacity of the following junction and site access via Junctions 11 software:

- Site Access – The modelling highlights the junction would operate within capacity
- Chapel Road– The modelling highlights the junction would operate within capacity.

We are aware that there has been concern representations from amongst local residents relating to on-street parking, traffic movements and accessibility along Chapel Road as a result of the development. We have assessed the current situation, including undertaking a site visit, and having spoken with internal transport modelling colleagues, we do not consider there is any requirement for the applicant to provide further justification to the movements of individual vehicles travelling in either direction along Chapel Road.

Layout and Parking

The LHA has reviewed the internal layout drawings with the TA appendices; the following comments would be offered:

- Car parking in line with LHA parameters as outlined in 4.4.1 of the TA.
- Cycle parking is provided on plot for houses, in garages or secure cycle stores within gardens, or within a secure communal store.
- Swept Path Analysis diagrams for the internal access roads and turning areas have been provided on drawing ITL200844-GA-008 and ITL200844-GA-009. This has included a refuse vehicle and fire tender and is accepted.
- Confirmation if the internal roads will be offered for adoption under a Section 38 Agreement should be provided.
- PROW link to the north as already outlined in the "Accessibility" section of this report.
- Internal layouts have been designed in accordance with Manual for Streets (MfS) parameters with a mix of shared surface and footways. Minimum dimensions of footways should be 1.8 metres.
- Forward visibility splays have shown at internal junctions and these areas are to be free of any obstruction. The splays shown should be in accordance with the likely design speed of up to 15 mph respectively on drawing ITL200844-GA-007.
- Drainage of the site should be considered at the Detailed Design Stage-Is the drainage part of a S104 agreement or will surface water be discharged into swales within the site?

Conclusion

Having assessed the TA the LHA would be satisfied the proposals would not warrant an objection on highway safety grounds. The proposals are in line with National Planning Policy Framework (NPPF) paragraphs 115 and 116. Any approval of planning consent would be subject the following 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' and numbered ITL200844-GA-006 Rev D.

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),
- 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 Highway Agreements Team Leader [REDACTED] [REDACTED] 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