

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| <b>TO:</b>                 | Horsham District Council<br>FAO: Alice Johnson                                                                                                                  |
| <b>FROM:</b>               | WSSC – Highways Authority                                                                                                                                       |
| <b>DATE:</b>               | 29 <sup>th</sup> May 2026                                                                                                                                       |
| <b>LOCATION:</b>           | Cedar Cottage<br>Sandygate Lane<br>Horsham<br>RH13 6LR                                                                                                          |
| <b>SUBJECT:</b>            | DC/26/0640<br>Demolition of existing dwelling and erection of 24no. dwellings including the creation of a new access from Sandygate Lane with associated works. |
| <b>DATE OF SITE VISIT:</b> | n/a                                                                                                                                                             |
| <b>RECOMMENDATION:</b>     | No Objection                                                                                                                                                    |

### Background

The proposed development is for the provision of 24 residential dwellings with associated access. The proposals would be accessed from Sandygate Lane which has a 60mph speed limit at the site access location, however the speed limit does change to a 30 mph limit a short distance east of the proposed site access.

The highway aspect of the proposals are supported by way of a Transport Statement (TS) dated April 2026 which includes Trip Rate Information System (TRICS) data and a Stage 1 Road Safety Audit (RSA). The LHA undertook pre-application discussions with the applicant on the proposals in September 2025 which was for a slightly larger proposal of 26 dwellings as opposed to the 24 as part of this application.

### Access

**Vehicular-** It is proposed to provide access to the site via a new priority junction onto Sandygate Lane. The access includes a 5.5m wide carriageway with a kerb radius of 8m will also be provided at the access and a 2m footway will wrap around both sides of the access and tie into the existing footway along Sandygate Lane. The access design is in accordance with expected design standards. The form and location of the access was discussed and agreed as part of pre-application engagement with the LHA at the pre-application stage.

As per the pre-app advice note speed surveys were undertaken on Sandygate Lane in July 2025, which recorded 85th percentile speeds of 44 mph eastbound and 33.7 mph, westbound. Required visibility splays of 120.7 and 50.7m are required. This was agreed as part of pre-application discussions. Within the applicant's TS drawing 8240636/6101 Rev F demonstrates that these can be achieved.

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**-An existing footway is provided on Sandygate Lane providing access to the village and its primary school, church and bus stops. During pre-app discussions the LHA recommended that the applicant includes the provision of an informal dropped kerb on the eastern footway connecting into the development (DC/22/0708) opposite, this has been shown on drawing 8240636/6101 Rev E.

The access works will be subject to a Section 278 Agreement and technical check with the LHA's Highway Agreements Team.

### **Stage 1 Road Safety Audit (RSA)**

A Stage 1 RSA has been carried out on the site access onto Sandygate Lane. The content of the RSA including the Designers Response has been commented on by the Auditor. The Designer has agreed the elements of the Auditor's Response and considers the mitigation on each point within the Design Organisation Response. The LHA will require a Word editable version to formally sign off as the Overseeing Organisation.

### **Network Capacity**

The number of trips this development will generate has been considered using the Trip Rate Information Computer System (TRICS) database. The LHA previously advised that 26 dwellings would not have a 'severe' impact on the network during pre-app discussions.

The daily number of two-way trips would equate to 109 which breaks down into 11/12 two-way trips in the AM/PM peak hours. This equates to 1 car every 3/5 minutes and is not considered to create any highway capacity impacts. Additionally, the distribution of trips turning left or right out of the site is evenly distributed and network flow diagrams show the number of trips travelling in and out of the site in the peak hours would still be low.

The nearby permitted development for 23 residential dwellings under (DC/22/0708) has also been considered and these will generate similar trip rates which would not generate a number of trips which would cause any highway safety or capacity issues.

Having assessed the information and mindful of the pre-application advice the LHA would not consider the proposals would have a 'severe' impact on the network in line with paragraph 116 of the National Planning Policy Framework (NPPF).

### **Parking and Layout**

Car and cycle parking provision will be in line with current WSCC guidelines. The applicant has stated 50 parking spaces within their supporting TA section 3.23. The LHA would be satisfied with this amount of parking and given the sites layout this is likely to be the maximum that could realistically be provided.

In terms of site layout, the following comments are offered:

- the proposals have been supported by swept path diagrams which will demonstrate the likely types of larger vehicles entering the site these are included within the TS appendices.
- The internal layout includes a footway on the easter side of the spine road which is 2 metres in width.
- There also appears to be a raised table feature along the spine road which will assist in lowering vehicular speeds entering the site
- Parking dominance- specifically in the area surrounding plots 24 where the visitor spaces are located. Ideally this should be segregated by either allowing gaps between spaces or the spaces re-distributed.

### **Accessibility**

The site is reasonably located to encourage travel by sustainable modes including the use of walking, cycling and public transport. These will provide opportunities for residents and visitors to travel to the site. There are some local facilities within 10 minutes walking and under 5 minutes cycling distance from the site within Lower Beeding. There are options for sustainable travel, with bus stops on the A281, approximately 650m southwest of the site, offering connections to larger urban areas, with hourly services to Brighton and Horsham.

### **Conclusion**

Having considered the supporting information within the TS the LHA would be satisfied that the proposals would not have a "severe" impact in regards of Highway Safety and would not be contrary to para 116 of the NPPF.

The LHA would advise the following conditions be attached to any planning consent:

#### *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 drawing 8240636/6101 Rev F.

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 (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**