

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| <b>TO:</b>                 | Horsham District Council<br>FAO: Kate Turner                                                                                                                                             |
| <b>FROM:</b>               | WSCC – Highways Authority                                                                                                                                                                |
| <b>DATE:</b>               | 8 June 2026                                                                                                                                                                              |
| <b>LOCATION:</b>           | Land To The Rear of<br>The Copse<br>Worthing Road<br>Horsham<br>RH13 9AT                                                                                                                 |
| <b>SUBJECT:</b>            | DC/26/0355<br>Construction of up to 23 residential dwellings,<br>(including 9 affordable homes), including access,<br>parking, landscaping and other associated<br>infrastructure works. |
| <b>DATE OF SITE VISIT:</b> | n/a                                                                                                                                                                                      |
| <b>RECOMMENDATION:</b>     | No Objection                                                                                                                                                                             |
| <b>S106 CONTRIBUTION</b>   | Please see comments below                                                                                                                                                                |

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on the full planning application DC/26/0355 with regards to access, highway safety and capacity considerations. The application is supported by a Transport Statement (TS), Travel Plan Statement (TPS) and associated plans.

### Background and Site Context

The application site is a vacant land covering an area of approximately 1.65ha accessed from Worthing Road (B2237). The development proposals are for construction of up to 23 residential dwellings, comprising 14 private dwellings and 9 affordable dwellings with access, parking, landscaping and other associated infrastructure works. The site was subject to a hybrid planning application under ref: DC/23/1350 comprising residential and care home which was later withdrawn.

### Access Arrangements

Worthing Road (B2237) is a 'C' classified road subject to 40mph at the site access location. Worthing Road Roundabout is approximately 50 metre north of the proposed site access. There is footway on both sides of the carriageway in this location. South of the site, up to New Road, the footway continues east side only. To the north the eastern side footway provides a link to Blakes Farm Road and an alternative pedestrian route across A24.

The existing access will be upgraded to a bellmouth style access. The shared access road width will be 5m which is suitable for two cars to pass (in accordance with Manual for Streets Fig. 7.1) and footway and pedestrian crossing facilities will be created. The new footway will tie in with the existing provision on Worthing Road. A dropped kerb/tactile paved pedestrian crossing is proposed within the site access road and another to the north of the site access.

## **Visibility**

A seven-day ATC speed survey undertaken in June 2025 revealed 85th percentile speeds of 31.8 miles per hour northbound and 31.7 miles per hour southbound. The site access junction with Worthing Road has adequate visibility splays for the recorded 85<sup>th</sup> percentile speeds.

## **Stage 1 Road Safety Audit**

A Stage 1 Road Safety Audit (RSA1) was undertaken in May 2023 to identify any features of the proposed access and layout that could be modified to improve safety. The RSA raised two matters relating to potential overspill parking on Worthing Road and the presence of existing street furniture within the proposed footway. The applicant has addressed these two matters through confirmation that all parking demand can be accommodated on site and by amending the access plan to relocate the affected street furniture. A subsequent updated RSA 1, completed in September 2023 following WSCC comments, confirmed that there are no outstanding road safety concerns associated with the proposed scheme.

## **Personal Injury Accident (PIA) Data**

An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no recorded injury accidents within the vicinity of both accesses. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

## **Parking and Internal Layout**

The site lies within Parking Behaviour Zone (PBZ) 2. In accordance with WSCC's Parking Standards, there is a requirement of 1.4 space for a 1-bed, 1.7 space for a 2-bed, 2.1 space for a 3-bed and a 2.7 space for a 4-bed dwelling. The development mix comprises 1 x 1-bed, 7 x 2-bed, 9 x 3-bed and 6 x 4-bed dwellings which equates to 48 spaces. The applicant demonstrates 48 spaces including 5 visitor parking spaces which the Highway Authority considers as acceptable.

Safe and secure cycle parking provision is made within private garden sheds or garages of each dwelling. The internal layout accommodates a turning head for vehicles to turn within site and exit in forward gear. Delivery and refuse collection are carried out on site.

## **Sustainable Transport Accessibility**

The nearest bus stops are located to the south of the site within 2/3-minute walk and serve frequent routes to destinations such as Horsham (including train and bus station), Crawley and Worthing. There are also school services. Considering the likely additional bus use from residents and visitors, WSCC would support Realtime information boards at both northbound and southbound stops – contribution for which could be secured through s106 agreement.

Lintot Square, which is identified in the Southwater Neighbourhood Plan policy SNP1 as the centre for which development will be centralised in/around, is approximately 25-minute walk/ 5-minute cycle and provides grocery, healthcare and restaurants in its vicinity. It is at the higher end of the acceptable walking distance (approx 2km) however could be reached by sustainable transport modes for some.

Walking routes north are not ideal as require crossing of the A24 dual carriageway, though this may be acceptable for some pedestrians/cyclists wishing to reach Horsham football club, park and ride, garage or Horsham town centre.

The nearest train station is Christs Hospital which whilst outside of acceptable walking distance, could be reached by cycle in approximately 8 minutes. Alternatively, bus services 23 and 98 serve Horsham Train Station which has regular services to Bognor, Portsmouth, London etc.

### **Trip Generation and Highway Capacity**

The nationally recognised TRICS database has been interrogated to derive trip rates to estimate the likely vehicular movements associated with the development proposal. It is estimated that the development would generate two-way vehicle movements of 12 trips in the AM peak, 11 trips in the PM peak and 101 trips during the whole day.

Whilst the proposed development would give rise to additional vehicular traffic, the Highway Authority do not anticipate that the proposed use will result in causing a detrimental impact on the operation of the local highway network.

### **Conclusion**

The Highway Authority do not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network; therefore, is not contrary to the National Planning Policy Framework (NPPF), paragraphs 114 -117, as revised December 2024. Therefore, there are no transport grounds to resist this proposal.

If the LPA are minded approving the application, we would advise securing following conditions:

### **S106 Agreement**

TP monitoring fee (£4,110) and contribution (amount TBC) toward provision of Realtime at north and southbound Warnham Gate bus stops.

The access works including dropped kerb/tactile paved crossing of the new junction along Worthing Road could be secured through the s106 legal agreement.

### **CONDITIONS**

#### *Access*

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 plans and details submitted to and approved by the Local Planning Authority.

Reason: In the interests of road safety.

#### *Vehicle Parking and Turning*

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking space for the development.

#### *Cycle Parking*

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

#### *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.

#### *Travel Plan (to be approved)*

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

### **INFORMATIVES**

#### *Temporary Developer Signage*

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

#### *Works within the Highway – Implementation Team*

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.

**Roopa Bilichodmath**  
**West Sussex County Council – Planning Services**