

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Matthew Porter
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	29 January 2026
LOCATION:	Thakeham Tiles Ltd Rock Road Pulborough RH20 3AD
SUBJECT:	DC/25/2087 Outline application for the demolition of existing buildings, and the re-development of the site for up to 108no. dwellings (including a mix of private and affordable housing units), with associated infrastructure including vehicular, cycle and pedestrian access, parking, landscaping, open space and play provision, and sustainable drainage with all matters reserved except access.
DATE OF SITE VISIT:	Officer familiar with location
RECOMMENDATION:	More Information / Modification

The application is in outline except for access for 108 dwellings at Thakeham Tiles, Rock Road. The site is currently occupied by a concrete production plant. The site previously benefited from planning permission for 90 dwellings under planning permission ref DC/18/2095 however it is understood that this has now lapsed. No highway objection was raised on the previous application with a scheme of traffic calming and speed limit reduction (inc Traffic Regulation Order contribution) included to make the development acceptable in Highways terms.

Access

The existing access is not considered suitable to serve the development due to the substandard visibility splays.

Speed surveys have been undertaken and identify that the 85th % speeds are 43.1mph westbound and 42.6mph eastbound., The applicant has then made a wet weather adjustment to further reduce the speeds. This is approach is incorrect and CA 185 identifies all speed measurements should be taken in dry weather conditions, and if wet weather conditions are observed amendments are made to increase the recorded speeds. As such the speeds to be utilised for the visibility splays should be as above. (it is noted that the

speeds recorded in May 2025 are lower than those recorded in 2018 of 46.2mph eastbound and 43.5mph westbound)

The applicant has provided a hybrid approach to visibility based on DMRB reaction times and MfS deceleration rates. The approach is not accepted and given the need to utilise the higher speeds and DMRB visibility requirements it does not appear that the proposed access could provide suitable visibility splays in its current form.

It is advised that the applicant either revisits the visibility requirements of the access or develops proposals that would support a reduction in vehicle speeds and thus visibility requirements similar to those that were secured under the previous permission. If the later then it is advised that the applicant contact WSCC directly to discuss any additional consultation requirements.

A simple priority junction with a carriageway of 5.5m and kerb radii of 10m and 6m is proposed. Vehicle tracking for a fire tender and refuse vehicle has been provided and whilst it shows the vehicles would over run the centre line, given the low frequency of the movement is not considered a concern.

Two meter wide footways will be provided in the vicinity of the junction and connect into existing provision. It is noted that the existing footway is overgrown and would benefit from cutting back in.

A road safety audit has been undertaken however due to the need to revisit the site access proposals no further commentary on this is offered at this stage.

Footpath improvements,

The applicant indicates that the development would enhance the existing footpath ref THA 2625 across the site including surfacing improvements and low level lighting. Whilst the section 2.4 is titled Pedestrian/Cycle Improvements there do not appear to be any cycling improvements identified and cyclists would not legally be able to utilise the PROW through the site

Sustainable Transport

The site is located within a 540 metre walk to Thakeham primary school and approximately 1.7km of Storrington Village Centre where a range of local services can be accessed, Pedestrian facilities are provided and would allow future residents to access these facilities on foot.

There is no dedicated cycling infrastructure in the vicinity of the site with cyclists required to cycle on road.

The nearest bus stops to the site are on Thakeham Road and a 450m walk. The stops are served by the hourly 1 service between Worthing and Midhurst and 71 (single service on Wednesday) and 74A/74B 4 services per day between Horsham and Storrington.

The nearest bus stops consist of just a flag pole and as such it is recommended that a contribution is secured to provide Real Time Passenger information displays and that the provision of a shelter on the southern side of Thakeham Road is discussed with the parish (who would be responsible for the maintenance) It does not appear possible to provide a shelter on the northern side due to the limited highway boundary.

Personal Injury Collisions

No personal injury collisions have been recorded in the vicinity of the site access.

Trip Generation

The existing trip generation of the site has been captured a survey and indicates a total of 7 AM peak two-way trips and 7 PM peak two way trips and a total of 120 daily two way trips (of which 60 are HGV movements)

Trics has been utilised to predict the anticipated level of vehicular trips in the peak hours and the parameters utilised are acceptable. The development is anticipated to generate 59 AM peak two way trips and 57 PM peak two way trips (and a daily total of 505 two way trips).

Junction Modelling

Traffic surveys were undertaken in May 2025 for all junctions except the Thakeham Road/Water Lane junction which applied a growth factor based upon traffic count data, the uplifted counts are of a similar level to those collected by other applications more recently and as such no concern is raised on the approach

Committed development includes Land West of Ravenscroft, Melton Drive and Downsvie Avenue. Tempro Growth factors have been adjusted to account for these developments and rerun before applying to a 2031 future year scenario. The approach is accepted.

Trips have been distributed by census journey to work data which would result in 52% being assigned to the east.

A283/B2139

The proposed development would generate an additional 8AM Peak and 9PM peak trips through the junction. The junction modelling indicates that the junction is already operating close to capacity and would operate well over capacity in all future year scenarios. The addition of the development trips would increase delays by a maximum of 10 seconds on the A283 Manleys Hill approach in a 2031 scenario (from 445 seconds to 455 seconds) which would not be considered severe.

It is noted that the junction is highlighted within the Horsham Local Plan Transport Study as being over capacity however no junction improvements are proposed. Improvements to other junctions within the study area is likely to result in vehicles reassigning and further sustainable transport improvements (potentially funded by CIL contributions) could reduce the vehicle flows.

Fryern Road /Thakeham Road

The junction would work well within capacity in all modelled scenarios.

Rock Road / A24

The junction would work well within capacity in all modelled scenarios.

Rock Road / Site Access

The junction would work well within capacity in all modelled scenarios.

Thakeham Road/Water Lane signals

The junction would operate within capacity in the future year scenario. The maximum increase in queues would be three vehicles on the Thakeham Rd West arm (19-22 vehicles)

Layout

Whilst the application is outline except for access the TA indicates that car and cycle parking will be provided in line with WSCC standards. The main carriageway would be 5.5m (and wider on bends to accommodate a car and refuse vehicle.

Travel Plan

A travel plan has been submitted with the application; the travel plan should be updated to accord with the WSCC travel plan policy. For residential sites we also require that each unit is offered a £150 voucher that residents can use to access a range of sustainable travel incentives. Furthermore, should the 5-year target trip rate target not be achieved then a second round of vouchers should be offered to residents. A travel plan monitoring auditing fee would also be secured via a S106 agreement.

Conclusion

Further Assessment is required of the site access and visibility requirements

Stephen Gee

West Sussex County Council – Planning Services