

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council - FAO: Matthew Porter
FROM:	WSCC – Highways Authority
DATE:	16 September 2026
LOCATION:	Land North of Melton Drive Storrington West Sussex
SUBJECT:	DC/26/1168 Outline application, with all matters reserved, for the phased development comprising: Phase 1 construction of the access road (to be delivered through a subsequent Reserved Matters Application pursuant to Outline Permission DC/24/2006); and Phase 2 residential development of up to 56 dwellings with associated landscaping, pedestrian and vehicular access.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on outline application for 56 x dwellings on land north of Melton Drive. The application is supported by Transport Assessment (TA) and Travel Plan Statement (TPS).

It is proposed that access to the site would be taken through the recently approved development for 62 x dwellings to west of site, which approved access to Fryern Road under DC/24/2006. Whilst access is approved for that development, a current reserved matters application (internal layout etc) is currently being reviewed under DC/26/0972. The internal access road up to the sites western boundary would be reviewed and approved under that application and therefore determination of that application is required prior to the access arrangements for this application being able to be agreed/delivered. Indeed, the current Site Plan for DC/26/0972 does not show the internal access road going right up to western boundary of this site.

Policy

Horsham District Local Plan (draft) is currently under review (examination hearings) and included allocation HA18 for Storrington allocations to which this site forms the eastern end of that allocation (STO1). Required that access is via Fryern Road.

The National Planning Policy Framework has recently been revised, and it is advised that references to paragraph no's throughout the TA are checked/amended.

Access Arrangements

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury incidents on Fryern Road at the site access/frontage. There has been one incident further south, north of junction with Merryfield Drive. However, from an inspection of incident data it is clear that this was not due to any defect with the junction/ road layout.

The access to Fryern Road has been agreed under DC/24/2006 and included new T-junction. Active travel routes were secured in form of a pedestrian link in southwest corner of site to join with Fryern Road and provision of cycle/pedestrian active travel route from southeast corner of site to Melton Drive. Off-site improvements included 6 x uncontrolled pedestrian crossings (dropped kerb/tactile paved) on local residential roads in the vicinity. It also secured a contribution to bus shelter and Realtime information at bus stop on Fryern Road, Travel Plan Statement to promote sustainable/active travel and Traffic Regulation Order (TRO) contribution for a TRO application to extend the 30mph limit on Fryern Road and replace 60mph with 40mph between Storrington and West Chiltington (as well as Melton Drive/Melton Avenue to be 30mph).

Additional active travel connections from within site to footpath 2442 to north and 2448 to east will be provided. Whilst these are indicated on site layout plan, further detail of width and material is required. LHA also question whether a direct cycle/pedestrian link to adjacent development (land north Downsview Avenue) can be provided.

Whilst access form and visibility would have been assessed as suitable under DC/24/2006, under WSCC Road Safety Audit (RSA) Policy the LHA would require a Stage 1 RSA for the development. Utilising 12-hour trip rate from the TA for DC/24/2006 of 4.821 (x 56 dwellings) indicates potential additional c. 270 vehicle

movements per day at the consented access. WSCC RSA Policy advises any existing access that will see increase in 100+ vehicle movements per day require RSA.

Swept path tracking plans demonstrate a refuse collection vehicle and fire appliance can access all required areas on site and turn to exit in a forward gear.

Whilst it is acknowledged that previous applications have secured off-site improvements such as uncontrolled pedestrian crossings and contributions to bus stop facilities and PROW improvements, nonetheless this application should review where further improvements could be made and clarify what is proposed in terms of off-site improvements to sustainable/active travel modes/routes.

Accessibility and Travel Plan Statement (TPS)

It is noted that local facilities within Storrington are within 1 mile walking distance of the site (approx. 20 min) or a ten-minute cycle including village centre with retail, bus stops, schools, medical centre. The bus stops on Fryern Road also provides services to the village centre or to Horsham, Pulborough (train station), Midhurst, Worthing and West Chiltington.

The footways in adjacent development will provide access to Fryern Road and Melton Drive. The main walking routes to the village centre can be accessed via the adjacent consented development on to new footway link to Fryern Road (and utilise uncontrolled crossing of Fryern Road to access FP2649), via the Melton Drive active travel link provided by the adjacent development or via PROW connection (FP2448 to east) which provides connection on to Downsview Avenue.

The consented vehicle access to Fryern Road will provide cyclist direct access to local highway and Pulborough Train Station is within 8km catchment area.

The site therefore provides for pedestrian and cyclist connection to the nearby village centre that mean reliance on private car for all daily journeys will not be necessary for all. The improvements made by recent adjacent developments will enhance these connections. Nevertheless, it is for the applicant to fully review any locations where additional pedestrian infrastructure improvements could be made and submit this for comment/review.

The submitted TPS sets out the background information about the site including its accessibility credentials in terms of proximity to facilities and pedestrian/cyclist routes and public transport details.

A Resident's Travel Pack will provide details of active/sustainable travel options, links to travel planning websites and promotional material, car sharing and public transport information, walking/cycling routes and national/local events and campaigns. Social media page will also promote these.

A £150 voucher per household toward bus pass, bike contribution, bikeability course or car club membership will be provided.

The travel plan co-ordinator will promote internet shopping, flexible home working, local shopping and encourage combined/linked trips. The development will have high speed broadband and EV charging per dwelling to further promote reduction in single occupancy vehicle trips associated with the site.

A simple travel audit will be undertaken annually to identify how/where residents travel to determine mode split and identify opportunities to encourage sustainable/ active travel use.

The TPS should also include:

- Commitment to contact bus operators who may be able to offer discounted travel or 'taster' tickets.
- Commitment to promoting any discounts offered by local bike shops.
- Residential sites should also create links with local school if they have a Travel Plan in operation.
- Could also look to link the TPS with adjacent development in terms of car sharing opportunities with those residents.

These updates can be provided now or secured along with the monitoring fee of £1,765 via 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.

Traffic Impact

Traffic surveys used for adjacent site include turning count and queue survey data at Fryern Road/Mill Lane, Fryern Road/B2139 and A283 Manleys Hill/High Street/B2139 School Hill. Growth factors have been derived from TEMPro to a 2031 future assessment year to establish 2031 baseline flows.

Committed development includes DC/19/2015 (land north of Downsview Avenue), DC/18/2095 (Thakeham Tiles), DC/21/2086 (Ravenscroft Allotment) and DC/24/2006 (land north of Melton Drive). Traffic flows have been taken from relevant TA's and applied to 2031 baseline traffic flows to create the future year without development scenario.

Trip rates from consented adjacent development (DC/24/2006) have been applied to development of 56 x dwellings and found estimated additional 30 trips in the AM and 30 in the PM peak hours. These trip rates do not account for potential modal shift change away from car use as will be encouraged through the TPS, so is considered a robust approach.

The trip assignment outlined in table 5.4 shows that potential routes/junctions for development traffic assignment further afield than the site access with Fryern Road, will not see more than 30 additional vehicle movements in a single hour. Table 5.5 demonstrates this in terms of percentage impact at the nearby junctions and demonstrates that impact of development traffic will not be 'severe'.

Nevertheless, for completeness the local highway network junctions have been modelled for capacity impact:

Fryern Road/Mill Lane, Fryern Road/B2139, A283 Manleys Hill/High Street/B2139 School Hill AND the consented site access with Fryern Road.

2031 with committed development has been modelled at these junctions both with and without development traffic. All junctions modelled including site access are shown to work within capacity with minimal impact as result of development. The A283 Manleys Hill/High Street/B2139 School Hill junction has an RFC of 0.82 on the A283 Manleys Hill Arm without development. Whilst an RFC of 0.85 and above indicates that a junction is reaching capacity, with the development traffic this RFC raises to 0.83 which indicates the development itself will not represent a 'severe' increase at this junction in capacity terms, compared to the without development scenario.

Reserved Matters

The application is outline with matters of access sought for approval. At reserved matters stage it would be expected that matters of internal layout included car and bicycle parking be provided for review. Parking should meet WSCC Guidance on Parking at New Developments.

Conclusion

Please ask applicant for additional information and re-consult:

- Clarifications re. internal access road (DC/26/0972) up to west boundary of this site.
- Width/material of links to footpaths and clarification on whether direct cycle/pedestrian link to adjacent development (land north Downsview Avenue) can be provided.
- Stage 1 RSA and Designers Response.
- Applicant to review where additional pedestrian improvements such as uncontrolled crossings/contribution to RTPI could be made.
- TPS updates (can be secured via s106)

Katie Kurek
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