

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sam Whitehouse
FROM:	WSCC – Highways Authority
DATE:	20 th July 2026
LOCATION:	Toat Cafe Stane Street Pulborough RH20 1DN
SUBJECT:	DC/26/0826 Outline Planning Application for up to 100 residential dwellings (including 35% affordable), pharmacy, shop/cafe and open space, all matters reserved except access.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Background

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

The site is currently a café and hand car washing with an existing access arrangement onto the A29/Stane Street. The proposals are for the development of up to 100 dwellings (93 is the figure quoted within the supporting Transport Assessment), pharmacy and shop. The proposals are for Outline (except access) consent online at this stage with all other aspects considered at Reserved Matters. The site will have access onto the A29 (Stane Street), a single carriageway road which is subject to a speed limit of 60mph in this location. Stane Street connects the site to Pulborough to the south, and to Billingshurst to the north.

The proposals are supported by way of a Transport Assessment (TA). The LHA have undertaken pre-application advice with the Design Team in January 2026 which has formed part of the basis of the TA.

Vehicle Access and Visibility

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 the nearby road network, including the existing site junction on Stane Street. There is no evidence to suggest that the road network or existing junction is operating unsafely.

The TA has put forward two options for the access strategy – to add a 3-arm roundabout or T-Junction with Right Turn Lane (RTL). Both options propose new pedestrian crossing points and linking to the adjacent footway on Stane Street (with these being dropped kerb/pedestrian refuge/tactile paved uncontrolled crossings).

Whichever option is brought forward will require a Design Audit for technical review. Any departure from design standards would require that the Departure from Requirements (DfR) process be followed and Highways Engineer would review this as to whether any departures and proposed mitigation measures are acceptable.

It is for the Developer/Transport Consultant to choose which option they are bringing forward. Whilst the LHA acknowledge that both options have been presented the LHA view remains that it is up to the developer to put a single option forward, for consideration as part of the planning application. Therefore, in summary either options will require:

- A Design Audit (T-Junction/RTL and 3 arm roundabout)
- A compact roundabout could be investigated given the likely traffic flows and there may be a requirement for speed limit changes, however.

Speed surveys have been undertaken, and the recorded flows established the 85th%ile speeds of between 49.1mph and 51.8mph. The TA confirms visibility splays in accordance with the recorded speeds can be achieved for either access option.

Stage 1 Road Safety Audit (RSA)

In accordance with the adopted LHA's 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken on the access options in accordance with the GG119 governance document by an independent Audit. Within the RSA the Auditor has picked up some points which should be further considered by the Design Team and will need to be discussed in more detail with the LHA following which preference there is for either access option.

Traffic Impact

Traffic flow and capacity data were agreed with the LHA during pre-application discussions. Traffic flow information has been provided with the current application within the TA, this has been provided by the applicant on what vehicular activity currently exists at the site. The assessments consider the permitted and proposed 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.

Using this data, it is evident that the existing use could generate in the region of 202 daily movements with 14/15 movements in the AM and PM peaks. The TRICS assessment considers the proposals based on 93 dwellings. This indicates that the proposal would generate a total of 54 two way trips during the morning and 43 vehicles during the evening peak hour (1700-1800). This development would generate 426 two-way trips daily.

Traffic modelling has been undertaken that looks at both options again as with the points raised above the Developer/Consultant should pick their preferred option. Growth rates, derived from the industry standard programme TEMPro (version 8.1), have been applied to the 2025 base flow data in order to represent the base flow levels in 2032 future design year. In summary the LHA comments are:

The assessment considers the following: • 2032 AM & PM Base Flows (Growthed) + Development.

Site Access Junction-No Capacity concerns

Site Access Roundabout- No Capacity concerns- the TA has growth factored the 2025 flows plus development traffic at the access to the site, there is capacity in the AM and the PM indicating that this arrangement would be within capacity.

Overall, given the existing permitted use the LHA consider that the development will result in minimal increases to the wider road network and junctions outlined above in terms of traffic flows and the proposed development does not create a 'severe residual cumulative' impact on network capacity.

Layout and Parking

Car, bicycle parking and internal layout will be fully assessed at reserved matters stage. Nevertheless, the TA does suggest that on the current proposals parking would be broadly in line with the LHA parameters with some adjustments. More formal comments will be passed at a later stage.

It should be noted that there would be a benefit to linking the path bordering the northern edge of site to the Black Gate Lane shared use path in a few locations including northeast corner. The TA suggests that the Design Team have been in discussion with the LHA's PRow department on improvements, although at this stage no formal improvements have been put forward in detail.

It is noted that it is proposed to be dedicated footways and shared surface in areas that are more lightly trafficked, using MfS principles with 5.5m carriageway width and 2m footways for the primary route. How well routes link and full internal swept path tracking and checking 20mph design speed will be assessed at reserved matters.

Pedestrian Site Accessibility and Travel Plan (TP)

The site is located circa 2.5km north of Pulborough and 5km south of Billingshurst. The proposed on-site pharmacy will provide some local health and medical services for residents. The on-site retail facility will also provide some local services for residents of the site. Both facilities will provide some reduction in the number of trips that would be made to off-site retail units located in Pulborough, Billingshurst or further afield.

Outside the site pedestrian and cycle access will be achieved via the vehicle access previously mentioned along proposed footways, as well as one more access point. This being to the south of the vehicular access onto Stane Street.

The nearest bus stops to the site are located on Stane Street approximately 300m north and 170m south of the site respectively. The service routes 69 and 100 pass the site along the A29, with the route 100 being an hourly frequency between Horsham and Burgess Hills (Monday to Saturday).

The nearest train station is Pulborough – a 13-minute/3.2km cycle distance or accessed via bus and has bicycle parking and regular services to Brighton, Worthing, Southampton, Portsmouth, London etcetera. There are several amenities within walking distance of the site (such as the food retail store to the south) which is approximately a 20-minute walking and 7-minute cycling distance.

Improvements were discussed at the pre-application stage and are acknowledged within this TA. The re-location and improvements to existing bus stops were discussed but no further specific detail has been provided, ideally more detail shown on drawings and on a plan on how these improvements would be delivered should be provided, this should include liaison with the bus operator.

In addition, the Design Team should investigate further pedestrian access improvements along State Street, to include footway improvements (such as surfacing) and tactile paving at junctions.

Additionally, the site is located well to Public Right of Way (PRow) network, with walkable routes providing links outside of the site. PRow connections and improvements have been mentioned above and committed to as part of the internal layout. However, these routes may only provide a fully accessible route seasonably.

As proposed the site would benefit from having amenities within the overall site and walking distance, bar the nearby facilities future residents would be reliant on the use of

the private car for services and amenities further afield. Ultimately, it is the LPA's decision to consider aspects of sustainability/accessibility as part of their decision-making process.

The TP should be secured by legal agreement (s106) with a monitoring fee of £4,110. 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 be proportionate and reflective of the costs incurred.

The purpose of the TP will be to reduce single occupancy vehicle (sov) journeys and improve accessibility by non-car modes. This will be encouraged through a range of hard and soft measures. The TP specific measures include:

- E-bike charging ports
- EV Charging points
- Lift Share Club;
- Travel Plan Notice Board/Website;
- Car Club Scheme;
- Travel Welcome Pack for Residents
- Bus passes for households

Given the above the LHA has reviewed the TP and others specific measures should be investigated including; fast broadband for home working, space for delivery vehicles to reduce off site retail travel and potential publicly accessible parcel delivery/drop off point, electric vehicle charging, TP leaflet and information on public transport, key services, walking/cycling maps, promoting car sharing and discounts with cycle shops, bus taster tickets.

Conclusion

In summary, please ask the applicant for the additional information and re-consult once further information is submitted:

- A single access strategy should be chosen – 3 arm roundabout or T-junction with RTL. Once chosen a full Design Audit for the junction modifications, pedestrian crossing facilities should be provided in one Technical Note.
- Updates to TP, as set out above.
- Further consideration to sustainable transport measures along Stane Street, including more detail of the proposed bus improvements.

Jamie Brown
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