

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Matthew Porter
FROM:	WSCC – Highways Authority
DATE:	27 March 2026
LOCATION:	Steyning Grammar School Upper School Shooting Field Steyning BN44 3RX
SUBJECT:	DC/26/0322 Part-demolition of existing teaching buildings, MUGAs and all-weather pitch. Construction of replacement 2-storey and 3-storey teaching buildings, flood-lit all-weather pitch and hard surfaced sports courts, with associated access, parking, landscaping and infrastructure.
DATE OF SITE VISIT:	An extensive site visit was undertaken as part of pre-application discussions
RECOMMENDATION:	Advice

1. Comments are made in respects of

- Transport Assessment, reference PL/AH/Ahun/35849, dated February 2026
- Proposed Site Master Plan, drawing SRP1121-WWA-oo-EX-D-L-1971 Rev P12
- Travel Plan, produced 04/11/25.
- Construction Management Plan, revision P06, dated 09/02/2026.

2. WSCC Highways has provided pre-application advice in respects of these proposals. These are included within the Transport Assessment (TA). Comments were provided primarily in respects of the scope of the TA as well as the proposed works within the public highway.

3. In viewing these proposals, it's evident that that Steyning Grammar School (hereafter referred to as the 'school'), has an existing significant number of pupils and staff, and resultant travel demands. The majority of existing pupils and staff are based at the Shooting Field campus, which forms part of the current planning application.

4. The proposals seek to consolidate the school's various satellite sites to a single site on the Shooting Field campus. This will increase activity at Shooting Fields but will decrease activity at other locations. The proposals

therefore will have a positive impact at some locations albeit the use of the Shooting Fields will be more intense.

5. The existing site has vehicular access onto Horsham Road and Shooting Fields. No changes are indicated to the Shooting Fields access. The development proposals will modify the arrangements on Horsham Road with a new vehicular access created towards the northern end of the site providing access to the coach and visitor parking bays as well as the formalisation/closure of the existing wide access to the car/coach parking to create a more standard bell mouth. This will serve a separate parking area for the existing leisure centre as well as provide access into the main School car park.
6. The TA indicates a Stage One Road Safety Audit has been undertaken with this being in appendix C. However, appendix C has been completely redacted and as such isn't legible. A Stage One RSA would still need to be provided to WSCC Highways.
7. There are no in-principle concerns with the proposed access arrangements. With regards to the leisure centre/main car park access, it would be helpful to understand the servicing arrangements for the leisure centre and that the proposed layout adequately accommodates the expected vehicles as there doesn't appear to be any on-site turning. It's presumed also that a footway is intended along the Horsham Road frontage following the closure of the existing wide frontage but this isn't clear from the plans. These points should be clarified.
8. For the purposes of trip generation, trips by staff are to remain largely unchanged. WSCC main consideration is the increase in trips by pupils.
9. Specific pupil trip generation and mode shares for the existing and proposed arrangements are set out in the TA in tables 5-2 and 5-6. Both existing and proposed mode shares indicate significant percentages of pupils travelling by walking and by bus (the wide catchment area of the School necessitates a large number of school buses as well as pupils using public services). There is no expectation for mode shares to vary as a direct consequence of the proposals.
10. Whilst mode share for car-based trips is not expected to change, the increase in the number of pupils on the Shooting Field site will increase the number of vehicular trips (from 220 pupils travelling by car for the existing site, to 329 with the proposals). This will equate to an estimated increase of 180 two-way trips (i.e. 90 arrivals and 90 departures) in the school AM peak and 160 additional two-way trips (i.e. 80 arrivals and 80 departures) in the school PM peak.

11. As noted above, irrespective of the redevelopment proposals, these trips will be on the network but travelling to one of the satellite locations. The redevelopment proposals result only in the redistribution of trips to this single site.
12. In highway capacity terms, the TA demonstrates that the local highway network can accommodate these additional trips without resulting in any severe highway impacts (this being the test within paragraph 116 of the National Planning Policy Framework).
13. From the TA, it's not immediately apparent what area is available to accommodate pupil drop offs and pick-ups. It's recognised that these will likely take place as existing (i.e. from Horsham Road as well as from Shooting Fields). Reference is made in 6.8 to a betterment to the existing situation but this isn't clear from the submitted plans. It would be helpful for this to be clarified.
14. Access by those on foot and cycle are to remain unchanged with existing routes already having been used to access the school for a lengthy period of time. Primary access for walking and cycling is from the east via existing residential roads that all have footways. There are no dedicated facilities for cycling in the surrounding highway network with all demands needing to be accommodated on-carriageway. All of the residential roads are subject to 30mph (with actual speeds likely to be much less) so capable of supporting on-carriageway cycling although WSCC recognise that this may not be appropriate for all.
15. Pedestrian access is possible from Horsham Road via an existing narrow footway. There is limited scope to improve this without narrowing the carriageway.
16. There are also existing public bus stops on Horsham Road in the immediate vicinity of the school. Improvements to these bus stops would be reasonable especially that on the western side of the carriageway where the waiting area is very limited. The reference (point 3.4.9) within the TA is noted concerning the diversion of the 100 Compass Bus into the site. This would then negate the need for improvements to the existing bus stop. The Applicant should provide an update in these respects to determine whether a scheme of bus stop improvements needs to be secured or not.
17. A Travel Plan has also been submitted. It's known that the school actively review and update their Travel Plan. Although expected that the school will update the TP in light of the development proposals, a condition is suggested requiring the TP to be updated and thereafter implemented.

18. In summary, any improvements would need to be viewed against the planning obligation tests set out in the NPPF of being fairly and reasonably related in scale and kind, as well as being necessary to make the development acceptable. These should be viewed particularly in light of the increased impact arising from the more intensive use of the school. Improvements should also be deliverable within existing constraints. With these points in mind, WSCC Highways acknowledges the potential deficiencies of existing walking on Horsham Road and the absence of any dedicated cycling facilities. It is still recognised that there is a network of routes within the existing residential areas to the east of the school that provide adequate provisions for those walking and for some cycling trips.
19. The proposed changes to parking and turning areas, particularly for coaches are noted. The operation of the coach parking area will be for the school to manage as is already the case for the existing area.
20. Overall car parking numbers are indicated to increase (from 113 to 173 spaces). The exact justification for this increase in parking isn't clear. The parking provision isn't necessarily an issue with the WSCC Parking Guidance having no set standard for educational uses; these are to be viewed on site-by-site basis. The school location does somewhat limit the ability to promote and encourage other modes of travel amongst staff with there being a consequential degree of reliance on the use of the private car. It's accepted that a level of car parking will be required to ensure that overflow demands do not then impact upon the surrounding highway network.
21. Plans of the car parking should be secured by planning condition. The details should show the provision of 18 active EV charging spaces, 35 passive EV spaces, as well as disabled parking spaces.
22. Details of the 120 cycle parking spaces for the school will also need to be secured by condition.
23. The proposals are noted as including 52 car parking spaces for the existing leisure centre. This formalises the car parking provision for the leisure centre with this presently comprising a shared use school bus drop off/pick up area as well as car parking.
24. In terms of other matters, the application includes a Construction Management Plan. This for the most part is accepted. WSCC Highways would look for specific reference within this to the Applicant using all reasonable endeavours to ensure that no HGV traffic arrives or departs via Steyning village, and that no deliveries are received during the school's peak AM and PM periods. There are also several typos in the CMP with references

made to Churchill Avenue. The Applicant should also recognise that any works within the highway will be subject to a separate consenting process; the inclusion and acceptance of the CMP by WSCC Highways as part of this planning application does not grant permission for these works to be undertaken. The CMP should be updated or a final version secured by condition.

25. In summary, WSCC Highways are content in-principle with the proposed highways and transport implications of the proposals. There are several detailed points as identified within the response above that would require clarification ahead of a formal recommendation and conditions being proposed.

Ian Gledhill
West Sussex County Council – Planning Services