

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sam Whitehouse
FROM:	WSSC – Highways Authority
DATE:	7 th September 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. More information received on 19th August 2026.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Background and History

WSSC 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.

Following assessment of the TA comments were sent to the Local Planning Authority (LPA) in July 2026 which requested the following:

- 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 Travel Plan
- Further consideration to sustainable transport measures along Stane Street, including more detail of the proposed bus improvements.

Latest Comments

The LHA has reviewed the Design Team's latest comments contained within their Technical Note (TN) dated August 2026, comments are as follows:

- The proposed three-arm roundabout has been identified as the Applicant's preferred and sole access strategy which is acknowledged.
- The crossing and sustainable access points are acknowledged on drawing 6301-005.
- The bus stop and operator need to be agreed at the planning stage rather than at Detailed Design as suggested in the TN, this should include dialogue and conversations with the bus operator and an agreement on the stops on the services on this stretch of the A29. The Design Team should note that the Parish Council will need to be made aware of the bus shelters as these will be maintained by the Parish, again some additional dialogue and acceptance would be need at the planning stage.
- The Stage 1 Road Safety Audit (RSA) is noted and some of the points raised by the Design Team have not been agreed in accordance with the Auditor's Comments these will need to be addressed, however as outlined below there may be some further commentary on the RSA so at this stage the points raised will not be taken through an internal process by the LHA.
- The LHA would seek clarification if the RSA undertaken in February 2026 has considered the changes proposed on drawing 6301-005 dated 7th August 2026, if not the original Auditor should pass comment on these points and the RSA updated.
- A Design Audit has not been provided on the proposed 3 arm roundabout as previously advised. This needs to be provided at the planning application stage prior to the LHA providing further comments.
- The Travel Plan has been updated to reflect the LHA's previous comments from July 2026. This now broadly accords with the requirements of the LHA. The applicant should note that WSCC apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a 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.

Conclusion

The points raised above and previously need further consideration and information from the Design Team.

Jamie Brown
West Sussex County Council – Planning Services