

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 14 September 2026 15:22:07 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/26/1168
Categories: Comments Received

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 14/09/2026 3:22 PM.

Application Summary

Address:	Land North of Melton Drive Storrington West Sussex
Proposal:	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
Case Officer:	Matthew Porter

[Click for further information](#)

Customer Details

Address:	Bankside Fryern Road Storrington
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Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Highway Access and Parking - Loss of General Amenity - Overdevelopment - Trees and Landscaping
Comments:	I strongly oppose this planning application. There are a number of reasons for this many of which have already been outlined by other people including our Member of Parliament Andrew Griffith.

Safety Issues

You will be aware that at present there is no footpath from the proposed main access to the site along a significant distance on Fryern Road towards Storrington. This has been a safety concern for years and pedestrians are required to walk in the road with the associated risks involved. Cycling is equally dangerous. It is surprising that no one has been killed or badly injured to date.

This was a point raised when the application was approved for the adjacent land next to Fryern Road and the proposed development of 56 dwellings will make the situation worse.

Although much is made of the cycle/pedestrian routes that are proposed, these will merely take people onto Fryern Road and will certainly not provide a more direct route to the village centre as is claimed even if an existing PRW is improved. People accessing the village centre they will inevitably use Fryern Road as other alternatives would involve a longer journey.

I consider that the main vehicular access as proposed is not safe. The access appears to be close to where the 30 mph limit starts/ends and line of sight to the left is limited. You should also note that previous Fryern Road road surveys have shown that vehicles regularly exceed the speed limit both going into and out of Storrington.

Pollution

You will be aware that there is a major pollution hot spot at the School Hill/High Street Roundabout. This can only be made worse by the additional vehicles using the route.

Impact of Vehicle Movements During Construction

During the construction period Fryern Road will be subject to increased vehicle movements many of which would be heavy vehicles. The points about safety in Fryern Road is therefore re-emphasised.

Section 106

Finally I note that contributions will be made by the developers towards improving local infrastructure and public services and improving the local area. I have looked at this list and most of the money seems allocated to either West Sussex Council or Horsham District Council in order to carry out their policies that are legally required. Some money is to be allocated towards altering and extending speed limits on the approach to the access to the site. Experience has shown that this will not be enough to stop speeding. Some other forms of traffic calming measures are

required such as flashing speed limit signs and chicanes both for vehicles leaving and entering Storrington.

Kind regards

Telephone:

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