West Sussex County Council - Planning Consultation Response

To: Horsham District Council

Date: 16 October 2026

FAO: Matthew Porter

From: WSCC - Highways Authority

LPA Reference: DC/26/0972

Location: Land at 508918 115291 Melton Drive Storrington West Sussex

Proposal: Reserved Matters submission pursuant to condition 2a of outline planning permission DC/24/2006 for the erection of 62 dwellings relating to matters of appearance, landscaping, layout and scale.

Recommendation: NO OBJECTION

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been re-consulted on proposals for reserved matters to approval DC/24/2006 (62 x dwellings). In comments dated 8 September 2026 the LHA requested further information on several matters to which additional information has been provided:

Some parking bays marked up as accessible bays.

Applicant has stated that visitor spaces are unallocated and available to all users stating that their position *parallel to the kerb, drivers and passengers can open car doors fully on the carriageway side and step directly onto the drive* and that *formally designating one of these spaces as a disabled bay would add little practical benefit to the space already available, and it would reduce the flexibility of visitor parking for all users*.

It is noted that the applicant states *designating 3 visitor spaces along the adoptable road as disabled parking spaces can be explored at detailed design stage.* Considering main spine road is proposed to be adopted public highway the LHA agree this can be further reviewed at detailed design stage (s278/s38 agreement/technical approval).

Has a s278/38 been applied for the access and off-site works secured under DC/24/2006?

LHA understand that an application for s278/s38 agreement/technical approval has been received. Proposed extent of s38 adoptable highway provided. This is now with the Highways Agreements team for technical approval for access/highway works.

Show junction visibility at plot 51/52 access spur, plot 47-50 access spur, plot 61/62 access spur.

'General Arrangement' drawing shows junction visibility at these spurs. These plots will be accessed via vehicle crossovers and a reduced 'X' distance of 2m is used. Manual for Streets (MfS) paragraph 7.7.7 states that a minimum 'X' distance of 2 m may be considered in some very lightly-trafficked and slow-speed situations. Most splays are 25m which accords to design speed of 15mph. Some splay appear to scale between 14-16m, however from inspection of the plan, in excess of this can actually be achieved within applicant land and thus the internal visibility is considered suitable.

Clarify widths and surfacing of internal pedestrian paths.

The off-road path around open space etc is shown as hoggin and in places scales as 1.2m. LHA would advise this widened as it is not LTN 1/20 compliant. However, it is understood these paths will not be adopted and that main pedestrian and cycle routes (via the active travel route to Melton Drive) are

suitable width (2m for footways and 3m for shared use route) and thus this is best practise advice given.

The location of start of the shared active travel route has been amended where previously this was shown from rear of visitor parking space in parking forecourt for plots 35-45, this is now shown west of the parking forecourt meaning cyclists/pedestrians would not be required to join rear of manoeuvring cars and clear from motor traffic which is considered a betterment.

Show internal link/path to PROW SAS/2442/1.

Connection to existing PROW is shown. WSCC PROW team have advised the PROW footpath follows the access road (Fryern Road to West Wantley) then leaves the track and a set of steps takes it up to continue East alongside what are currently fields. Considering the steps and footpath status the LHA are satisfied with the indicative widths shown as cycles would not use this route. External Works plan shows proposed materials throughout site.

Details of proposed sections of narrowing.

The measurements of the internal carriageway narrowing have been included as 3.7m and 4.1m. This will act as a traffic calming measure and suitable forward visibility to allow a car to wait and give way is evident.

Uncontrolled crossing of main stretch spine road.

Dropped kerb/tactile paved crossing shown just west of plot 21 in a position which maximises connection to adjacent footways and off road 'leisure' routes.

Clarification of crossovers/treatment.

As per above, the smaller access spurs and single plot vehicle accesses will be vehicle crossovers and the larger estate junctions internally are shown as bellmouths with uncontrolled crossings. Overall Kerbing Layout plans details accepted and would be further reviewed at detailed design stage (s278/s38 agreement/technical approval).

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (in line with TR6 paragraph 4) and that there are no transport grounds to resist the proposal.

Vehicle parking and turning
No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.
Reason: To provide adequate on-site car parking and turning space for the development.

Cycle parking
No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved plans.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Katie Kurek
West Sussex County Council – Planning Services (Highways)