

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Hannah Darley
FROM:	WSSC – Highways Authority
DATE:	12 April 2025
LOCATION:	Land at Hillybarn Farm The Mount Ifield, West Sussex
SUBJECT:	DC/25/0447 Erection of 4no. new build dwellings and mended access details. (Alternative to permission granted under DC/22/1918 Prior Approval of Proposed Change of Use of Agricultural Building to form 5 dwellinghouses).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

West Sussex County Council (WSSC), in its capacity as Local Highway Authority (LHA), have been consulted on the above full application DC/25/0447. The application is supported by way of a Planning, Design and Access Statement (PDAS) and associated plans.

Site Context

The application site is located along Hillybarn Road, situated to the northwest of Ifield. There is an existing agricultural building with access taken from Hillybarn Road. The development proposals are for the demolition of this building and erection of 4 nos. dwellings (Class C3) along with the addition of two new access points. The development mix comprises 2 x 4-bed dwellings and 2 x 2-bed dwellings. The site was most recently subject to a prior approval application DC/1918/22 for change of use of agricultural building to residential (Use Class C3) to form 5no dwellinghouses. The prior approval was permitted with Highway Authority raising no objection from highway safety or capacity perspective.

Access and Visibility

The development proposes to utilise the existing access from Hillybarn Road to gain access to one of the dwellings. Two new vehicle crossover (VCO) access will be formed to serve the other three dwellings. Hillybarn Road is a two-way single carriageway C-classified rural road subject to 40 miles an hour speed restriction. WSSC maps have been checked which demonstrate adequate visibility along both sides of the road for the posted speed limit and character of the road. An inspection of collision data supplied to WSSC by Sussex Police over a period past five years reveals there has been no recorded accidents within the vicinity of the site. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Internal Layout

The development proposes 3 car parking spaces for one of the 4-bed dwellings and 2 spaces each for other three dwellings within a garage. A garden shed is proposed within the curtilage of each dwelling for storage of refuse bins and bicycle parking. The Highway Authority would accept the proposed

parking provision given there is ample space within the curtilage of each dwelling for any overspill parking. Delivery and servicing are carried out from kerbside along Hillybarn Road.

Trip Generation and Highway Impact

No vehicular traffic generation information has been provided with the current application. However, from experience of other similar proposals, the LHA recognise that agricultural land use will generate greater vehicular movements compared with residential schemes. Therefore, there is no expectation for the proposed residential scheme to give rise to any increase or material change in the character of traffic in the vicinity of the site.

Sustainable Transport Accessibility

The nearby Public Right of Way (PRoW) network can be used to reach Ifield West, Gossops Green etc. The nearest railway station is Ifield, situated within 3 miles. Given the rural character of the site and lack of public transport facility, it is likely that residents would be reliant on private vehicles as their primary mode of transport.

Conclusion

In summary, the Local Highway Authority (LHA) do 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 (NPPF), paragraphs 114 -117, as revised December 2024. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) minded approving the application, the following conditions should be applied:

Car Parking

No part of the development shall be first occupied until car parking spaces have been constructed in accordance with the approved site plan. These spaces shall thereafter be always retained for their designated purpose.

Reason: To provide car parking spaces for the use.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

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West Sussex County Council – Planning Services