

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Alice Johnson
FROM:	WSCC – Highways Authority
DATE:	29 June 2025
LOCATION:	Units 4-5 Redkiln Close Horsham RH13 5QL
SUBJECT:	DC/25/0803 Demolition of warehouse building and associated structures. Construction of two no self-contained warehouse units for storage (Class B8).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on this full planning application DC/25/0803 with regards to any highway safety or capacity concerns. The application is supported by a Highways Technical Note (HTN) and associated plans.

Background and Site Context

The application site comprises an existing industrial / warehouse building (897sqm) (Class B8) and an additional building (7sqm) to house a compressor to the rear. The site is bound by industrial properties and is accessed from Redkiln way, via Redkiln Close. This application seeks demolition of warehouse building and associated structures and construct 2 nos. self-contained warehouse units (1561sqm) for storage (Class B8).

Access Arrangements

The existing vehicular access is in the form of a dropped kerb and a lockable gate. This access will be removed, and a new access will be provided from Redkiln Close. The existing dropped kerb will be reinstated to full height and a new vehicular access of approximately 7 metres width will be formed. The new access is of suitable size to accommodate two-way movement of vehicles associated with the industrial unit.

Redkiln Way is subject to 30 miles per hour speed restriction. Visibility splays along both sides of the road are good. An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no reported incidents of personal injury accidents immediately near to the access. Therefore, there is no evidence to suggest the existing road layout is operating unsafely or that the proposal would exacerbate an existing safety concern.

Sustainable Transport Accessibility

There is a good footway network along the neighbouring streets. The nearest bus stops are located along Kings Road within approx. 300m from the site providing services to nearby services and facilities. Horsham train station is located within 1 mile with regular train services to Gatwick, London, Southampton, Portsmouth etc. Therefore, the site is in a sustainable location.

Parking and Internal Layout

WSCC Parking Guidance sets out 1 vehicle space per 100sqm for Class B8 use; hence, there is a requirement of 16 vehicle parking spaces for the scheme. The scheme proposes to provide 18 car vehicle parking spaces within the curtilage of the site. Safe and secure bicycle parking provision is made for 6 bicycles.

Parking accumulation assessment identifies that even during peak use of the new car park there will be ample spare capacity. Therefore, the Highway Authority is convinced that sufficient parking is provided for the development eliminating the risk of overspill parking.

Delivery and servicing are carried out on site. Swept path analysis is carried out for a large car, delivery van, rigid HGV and Horsham refuse vehicle to demonstrate suitability of the access and internal layout to accommodate these vehicles. These diagrams are included within Appendix D of the HTN.

Trip Generation and Highway Impact

The nationally recognised TRICS database has been interrogated to estimate the likely number of trips associated with the existing uses and proposed uses. It is estimated that the existing uses could have likely generated two-way vehicular movements of 9 trips in the AM peak, 1 trip in the PM peak and 60 trips during the day. The proposed trips are estimated at 16 trips in the AM peak, 2 trips in the PM peak and 104 trips during the day. Although it is anticipated there will be a slight increase in the overall trip generation, the Highway Authority do not anticipate that the proposed trips could be detrimental to the operation of the local highway network.

Conclusion

Paragraph 116 of the National Planning Policy Framework (NPPF) states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Therefore, the Highway Authority 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 subject to the inclusion of the following conditions and S106 contributions.

If the LPA are minded approving the application, the following conditions and informative should be applied:

Conditions

Access

No use of the proposed vehicular access shall take place until such time as the vehicular access serving the site has been constructed in accordance with the details provided to the LPA.

Reason: In the interests of road safety.

Vehicle Parking and Turning

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide adequate on-site car parking space for the development.

Cycle Parking

No part of the development shall be first occupied until 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.

Construction Plant and Materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details of all temporary contractor buildings, plant and stacks of materials, provision for the temporary parking of contractor vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

INFORMATIVES

Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

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West Sussex County Council – Planning Services