

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Hannah Darley
FROM:	WSCC – Highways Authority
DATE:	17 July 2025
LOCATION:	Swains Farmhouse Brighton Road Henfield BN5 9RP
SUBJECT:	DC/25/0781 Removal of modern agricultural building and replacement with 4 new-build residential dwellings with associated landscape works.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

West Sussex County Council has been consulted on Highways Matters for this location under several planning applications:

- DC/22/2118 which sought Prior Notification for Change of Use of an Agricultural Building to residential (Use Class C3) to form 4no dwellinghouses. No highways objections were raised and this application was granted Prior Approval.
- DC/24/0806 which sought for demolition of agricultural building and erection of 4nos residential dwellings, this application was subsequently withdrawn prior to determination.
- DC/24/1164 which sought for demolition of agricultural building and erection of 4nos residential dwellings. No highways objections were raised to this proposal; the application appears to still be live on the HDC planning portal.
- DC/25/0704 which sought for Prior Notification for Change of Use of Agricultural Building to 8 no dwellinghouses, no highways objections were raised to the proposal however this application was Withdrawn by the applicant prior to a formal decision by the LPA.

The proposal as submitted seeks full planning permission to remove the existing modern agricultural building and replace with 4 new-build residential dwellings with associated landscape works including parking and cycle parking.

Access and Visibility

The proposed dwellings will be accessed via the existing private access track which is also shared with other dwellings, a horticultural nursery and cricket club. The private access track adjoins the publicly maintained Brighton Road which is an A-classified road subject to 50mph speed restrictions at this location. The private access track is also recorded as Public Right of Way (PROW) footpath nos. 3205 and 2531_1.

As advised previously, visibility splays at the junction with Brighton Road appears to be sufficient and complies with DMRB (Design Manual for Roads and Bridges) of 2.4m x 160m for 50mph speed limit.

Data supplied to WSCC by Sussex Police over the period of the past five years, reveals that there has been a single recorded collision at the junction with Brighton Road, this however has been outlined as not being caused by the road layout or by any defect with the existing publicly maintained highway. Therefore, there is no evidence to suggest that the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking

The site layout plans indicate that each property will be served with frontage parking sufficient for 2 vehicles. The ability for vehicles to perform a turn within their respective frontages may require a multiple point manoeuvre due to the available space, however this is not considered unsafe. The centre plots can make use of the internal access to also turn and egress onto the existing access

track in a forward gear. The end properties may at times seek to reverse into the shared access track should a multiple point manoeuvre not be desirable. Since this is a lightly trafficked and low speed location, there would not be any anticipated severe highways safety concerns with this practise.

A separate secure and covered provision is proposed to be provided for each dwelling. This provision is advised to be secured via planning condition.

A total of 8 parking spaces are to be provided which meets the demand as set out within the WSCC Parking Demand Calculator for a development of this size in this location.

Servicing

Manual for Streets 6.8.9, does state that Schedule 1 Part H of the Building Regulations (2000) define locations for the storage and collection of waste. The collection point can be on-street or may be at another location defined by the waste authority. Residents should not have to travel over 30m to put bins out and collection vehicles should not have to travel in excess of 25m to collect/deposit bins. Given the varying widths and geometry of the shared access drive for the new dwellings, it is not considered that refuse vehicles will enter the site.

This is however a matter of amenity for the Local Planning Authority (LPA) to consider. The applicant is advised to contact the waste disposal authorities to ascertain whether the practise would be acceptable or whether a designated refuse collection area is required.

Capacity

The principle of development for 4 residential dwellings has been agreed already through the previous PN application as listed in the summary above.

Given the existing use of the building, permitted uses and wider use of the site described above, on balance the Local Highway Authority (LHA) would not consider that the proposal would result in material intensification of use at this access point to the Publicly Maintained Highway.

PROW and Construction Management

Matters relating to access during the construction of the proposed would need to be agreed prior to any works commencing. Vehicular access to the site is possible only from the private access track which is also recorded as PROW footpath nos. 3205 and 2531_1. Therefore, a comprehensive construction management plan should be submitted. This should set out the controls to be implemented throughout the construction project to ensure the safety of members of the public / the operation of associated PROW, is not detrimentally affected. The construction management plan should amongst other things set out how deliveries are to be managed along the PROW considering the track width and presence of other vulnerable road users along this route.

Conclusion

The Local Highway Authority does not consider that the proposal for 4 dwellings 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 (paragraph 116), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following conditions would be advised:

Car parking space (details approved)

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

Reason: To provide car-parking space 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 to be 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 for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors 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.

Jodie Wilkes
West Sussex County Council – Planning Services