

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Nicola Pettifer
FROM:	WSCC – Highways Authority
DATE:	16 th July 2026
LOCATION:	Land West of Shoreham Road Henfield West Sussex
SUBJECT:	DC/26/0556 Erection of a complex of 4no. buildings comprising of 12no. light industrial units for employment use (office, industrial, storage and distribution uses (B2, B8 & E(g) use)) with associated car parking, access and landscaping. Amended plan received.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Summary and Context

WSCC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access. Following our comments from 9th June 2026 the applicant has now submitted a Transport Assessment (TA) dated November 2024 in support of the highway related areas of consideration at the site. The LHA provided pre-application advice to the Design Team in August 2024, the contents of which is quoted in the TA.

It should be noted that the TA submitted contains no appendices as quoted within the TA, therefore areas that have not changed since the pre-application call are still valid. There are however some areas that we will need to assess further plans and details to provide a full recommendation.

The proposals will be accessed from Shoreham Road (A2037) which is located to the south of Henfield town centre. The road is subject to a 40-mph speed limit in this location. The development proposals comprise a total of 6,429 sqm of mixed Land Use Class B2 (General Industrial), B8 (Storage and Distribution) and E (g) (iii) (Light Industrial) units. The units are proposed to be arranged over four new buildings, providing 12 commercial units.

Access and Visibility

In terms of access, the site will utilise the recently constructed bellmouth approved under application DC/20/0049. The access strategy for the proposals is as agreed during the pre-application advice call and has not changed through the latest information.

The junction has been assessed as part of the 2020 application therefore areas such as visibility splays and Stage 1 Road Safety and a Departure's from Standard Application (for the right-hand turn lane) have already been assessed by the LHA. Visibility splays of 2.4 by 125 metres to the south and 2.4 by 130 metres to the north were condition as part of the LHA final comments. For this reason, the latest application will not require a Stage 1 Road Safety Audit as agreed during the pre-application discussions.

A review of the access onto Shoreham Road indicates that, there have been no recorded accidents within the last 3 years and that there is no evidence to suggest that the access and local highway network are operating unsafely.

Network Capacity

A Trip Rate Information Computer System (TRICS) assessment has been undertaken and the likely daily movements are in the region of 543 daily and 41 and 48 in the AM and PM peaks. The TRICS assessment is considered in line with the likely trip generation for the proposed usage in terms of use class and site parameters.

In terms of modelling the proposals are just over the 30 vehicle movements peak threshold therefore during pre-app discussions the Design Team was advised that some additional traffic modelling was required. The TA includes a Junction 9 assessment of the site access with Shoreham Road and the A2037/A281 mini-roundabout junction to the north of the site. In summary it is concluded that both junctions will continue to operate within capacity following implementation of the proposed development. The assessment completed focuses on the network peak hours.

Having assessed this information, the LHA does not consider the proposed development would have a 'Severe' impact on the network in line with NPPF para 116. In addition, there are no known capacity and congestion issues within the immediate vicinity of the site. From a capacity perspective we are satisfied the proposal will not have a severe residual impact.

Parking and Layout

The proposed parking allocation of 103 spaces is considered acceptable. Within the formal TA an assessment of the sites internal access roads has been provided by swept path diagrams. These are contained within Appendix E of the TA but are not available to view. Further details of the internal layout were however not present in the TA, these include the internal access and design as quoted within the TA.

Site Accessibility

As outlined above the appendices showing the detail were not included within the TA. The existing pedestrian and cycle links constructed as part of the adjacent development (DC/20/0049) will be unlisted and connected as part of the development. The internal layout should be designed to ensure suitable provision is made for encouraging more active and sustainable forms of travel, as appropriate, through ensuring connections to any internal pedestrian links approved under DC/20/0049 and external routes adjacent to the A2037, including access to nearby bus stops on Shoreham Road. The connection as shown should be included within the formal TA but hasn't been viewed for the reasons stated above.

Conclusion

The principle of the application is accepted however as outlined above we will need to review the full appendices of the TA which have not been included on the portal.

Jamie Brown
West Sussex County Council – Planning Services