WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Hannah Darley
FROM:	WSCC – Highways Authority
DATE:	25 February 2025
LOCATION:	Tickfold Farm Marches Road Horsham RH12 3SE
SUBJECT:	DC/25/0129 Change of use of Buildings B, C and D from agriculture to Light Industrial (Use Class E) and Storage and Distribution (Use Class B8) together with associated works and parking.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Please refer to our previous comments of 20/08/24 on Planning Application DC/24/1109 replicated below.

'West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals to change use of buildings on site from agricultural to light industrial and storage/distribution use with associated works.

From inspection of the plans, WSCC and local mapping there appears to be no visibility issue at the point of access onto Marches Road. The geometry and form of access appear wide enough to support anticipated vehicles and has been serving large agricultural vehicles for a number of years. I have also checked the most recently available verified road traffic incident records, which reveals there have been no traffic incidents in the vicinity of the existing point of access within the past 5 years.

The Application Form states that 51 x car parking spaces proposed but no plan showing parking and turning layout has been provided.

Furthermore, the Application Form states that the floor area of the buildings to be changed to light industrial/storage is 1503sqm yet no Transport Statement has been provided. Detail on the anticipated increase in vehicle trip generation and any sustainable transport accessibility of site (for example using public rights of way to Kingfold where there are bus stops for onward travel) has not been provided.

If all buildings were in use for light industrial then the LHA would generally seek a Travel Plan Statement for a floor area over 1500sqm. This would incur monitoring fee of £1,635 to be secured through legal agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

Whilst a Travel Plan Statement (TPS) would not be required to set modal shift targets it should include a package of measures to promote sustainable/active transport modes for staff to the site. Whilst the LHA appreciate the type of use proposed is likely to attract trips by vehicle and is rural, some staff could travel by other means and measures such as car sharing could also be promoted within the TPS.

Please ask the applicant for the above information and re-consult.'

Debbie Farrell
West Sussex County Council – Planning Services