

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council - FAO: Nicola Pettifer
FROM:	WSCC – Highways Authority
DATE:	29 April 2026
LOCATION:	Land South of Billingshurst Business Park (Phase 3) Hilland Road Billingshurst West Sussex
SUBJECT:	DC/26/0033 Outline permission for erection of buildings for Eg(iii)/B2/B8 use with associated yard areas, vehicle parking and access. All matters except access. More information received.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been re-consulted on proposals for above development on land south of Billingshurst Business Park. In comments dated 2 March 2026 the LHA requested further information, namely clarification on what the application comprises and associated supporting information.

Transport Assessment Addendum Note confirms that this application is for outline permission for commercial buildings only (no residential element). The proposed floor area is up to 4,885sqm of E(G)(iii)/B2/B8 on land south of Billingshurst Business Park (Phase 3). The units would therefore be under general industrial and/or storage/distribution use.

The site would be an extension of Billingshurst Trade and Business Park with access via A29/ New Road Roundabout. An internal spine road serving Phases 1 and 2 will connect the site to the roundabout.

Whilst there has been various planning history surrounding, LHA understand that a commercial unit was approved on the site under DC/25/0458 to which the LHA raised no concern. This application has therefore been assessed on this basis. If LPA are aware whether application has materially differed from DC/25/0458, they should advise. It would be useful to understand how this resubmission differs from DC/25/0458.

Trip Generation & Junction Capacity Modelling

Reference is made to agreed trip rates for approved application DC/18/2122 (which included commercial/ trade use within Phase 1 and 2). These trip rates included total person trips and HGV trips. Census mode share has been applied to derive total car driver trips. Resultant commercial vehicular trip generation is 23 in AM and 20 in PM peak hours (inc. HGV).

Modelling assessments of Stane Street/New Road/Site Access Roundabout and Hilland Roundabout were undertaken for residential applications DC/25/1910 and DC/25/1697 with modelling scenarios including cumulative assessments of proposed residential and commercial use as well as commercial use approved under DC/18/2122 and adjacent Hilland House residential development (DC/24/0749) thus impact of 4,885sqm of commercial floorspace has already been assessed under previous application. This has been summarised in Table 4.1 with all arms of both roundabouts operating within capacity in 2030 with development scenarios. It is not considered that the proposals would result in a 'severe' impact to operational capacity of the nearby road network.

Reserved Matters

It is noted that the proposed unit features an internal access road for two-way movement and vehicle car parking and turning, included accessible bays, motorcycle and bicycle parking. These matters would be assessed during reserved matters stage.

Travel Plan

As it is stated the floor space is 4,885sqm of E(G)(iii)/B2/B8, some form of Travel Plan for staff would be expected. Whether this is a full Travel Plan or Travel Plan Statement would depend on use class/ floor area ratio. Applicant should clarify, noting the following:

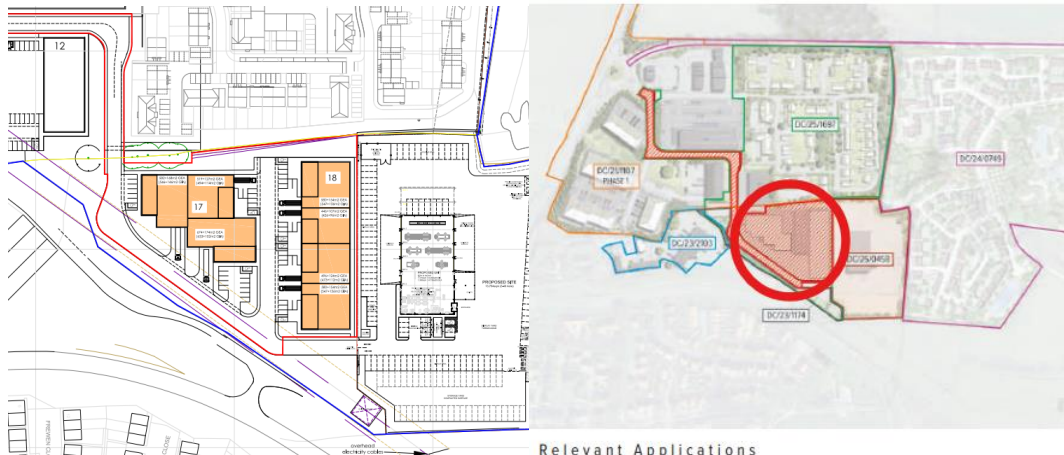
4000sqm+ = full Travel Plan

B8 - 3000-5000sqm = Travel Plan Statement

2500sqm+ = full Travel Plan.

Further Clarifications Required

ownership?



Technical Note 2532/TN/03 seeks to address connections to PROW 1942 and pedestrian connections from within and around the site. A connection to PROW 1942 will enhance permeability not only for the site but for residents of approved DC/24/0749. It is proposed to surface FP1942 within applicant's boundary to allow access year-round and make accessible for all. Also proposed that permissive rights for cycling should be given and a 3m width provided. Fig 2 shows location where residents from DC/24/0769 could connect to the PROW and it is proposed to condition surfacing and width. WSCC PROW team have been copied into this response to comment on whether the entire PROW route should be upgraded to bridleway to allow cycle use and what mechanism for this is.

In terms of DC/26/0033 link into PROW 1942 this has not been clearly demonstrated on a site plan.

The applicant should also advise whether a cycle (and pedestrian) link be provided to Hilland Road:



LHA are mindful that visibility and highway safety and capacity on to nearby publicly maintained highway network would have been assessed as part of previous applications but it is not clear whether a s278 is required for internal spine road where it adjoins or is this adjoining to privately maintained access road and why a stage 1 Road Safety Audit has not been provided?

Swept path tracking for all anticipated vehicles showing these can access and turn within all areas of site has also not been provided.

Please ask the applicant for these additional information and demonstration and re-consult.

Katie Kurek
West Sussex County Council – Planning Services