WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Steve Astles
FROM:	WSCC – Highways Authority
DATE:	14 April 2026
LOCATION:	Tisserand Farm Stane Street Billingshurst West Sussex RH14 9AE
SUBJECT:	DC/25/0925 Change of use to rear parcel of land and existing house. Erection of rear extension to existing commercial building and rear store extensions. (Retrospective).
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 was consulted previously on Highways Matters at the wider Tisserand Farm location, under the following planning application:

- DC/23/026: Permit Prior Approval- Prior Notification for Change of Use of Agricultural Buildings to residential (Use Class C3) to form 4no dwellinghouses.

This most recent proposal is for change of use to rear parcel of land and existing house. Erection of rear extension to existing commercial building and rear store extensions. (Retrospective).

WSCC responded initially to this proposal with a request for additional information, relating to the parking and turning abilities within the site and the extent of the hardstanding to be used for a storage/ holding area.

The submitted application form outlines that these works are retrospective and have been in place already for just over a year.

Access
Access will be via an existing private access route from an established vehicle crossover on to Stane Street. Stane Street is an 'A' classified main road subject to 40mph speed restrictions at the point of access and changes to the National Speed Limit approximately 85m to the south.

The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded collision within 100m of the access, however, from an inspection of the provided collision data it is clear that this was not due to any defect with the junction. There is no evidence to suggest that the junction is operating unsafely, or that the proposed would exacerbate an existing safety concern.

Parking
12 Parking spaces have been shown within the additional documentation, this is to serve employees and visitors to the site. The spaces are suitably sized and have been shown to provide adequate space for a turn on site manoeuvre to be performed. Parking is also

highlighted for a 16.5m Articulated Vehicle and access routing and turning has been demonstrated for this vehicle by means of a swept path diagram.
A condition should be secured alongside any permission of the proposal securing the parking layout and enabling this access/turn manoeuvre to be completed. This will also ensure any storage/ holding is constrained only to the locations as shown within the amended Transport Note Submitted March 2026.

Capacity
The applicant has provided two measures of likely trip generation in support of this proposal.

Firstly, L&W Contractors have provided a first-principles assessment relating to vehicle fleet composition, daily movements, peak periods, and operating hours. It has been outlined that this information represents a worst-case weekday scenario. The First Principles data shows that 40 two-way movements would be expected per day.

An assessment of trip rates for similar scale sites has also been provided in support of the application. This in the form of TRICS Data.
The existing 515sqm Industrial Unit would be expected to generate around 45 total two-way trips per day.
The proposed additional floorspace has been calculated under a B2 use also. The 811sqm Industrial Unit could generate around 72 total two-way trips per day.

The Transport assessment goes on to outline that '*the proposed works provide additional storage and office/ operational space, but due to economies of scale are not anticipated to require additional members of staff to be permanently based / required on-Site. Thus, vehicular trips made to the Site are anticipated to see a negligible change.'*

The First principles data is used as a site-specific, "worst case" calculation as opposed to the data provided by TRICS which offers a standard average measure of trip rates per m2 of floorspace.

Based upon the first principles data provided, the proposals would result in a small number of additional vehicle movements to that currently generated by the site. There are no known capacity and congestion issues currently within the immediate vicinity of the site. Based upon the submitted information therefore, from a capacity perspective we are satisfied the proposal will not have a severe residual impact and would not be contrary to Paragraph 116 of the NPPF.

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

Should planning consent be granted for this proposal, the following condition should be secured alongside it.

Vehicle parking and turning
No part of the development shall be first used until the vehicle parking and turning spaces have been constructed in accordance with the approved plans. These spaces shall thereafter be retained for their designated use.
Reason: To provide adequate on-site car parking and turning space for the development.

Jodie Wilkes
West Sussex County Council – Planning Services