

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council - FAO: Nicola Pettifer
FROM:	WSCC – Highways Authority
DATE:	2 March 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.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for extension to business park via erection of buildings for business/ industrial/ storage use with associated works. This application is outline with matters of access only sought for approval.

The application form states 4558sqm additional floorspace proposed for business/ industrial/ storage use class. Whilst the application description and application form refer to commercial/industrial buildings of 4558sqm, the Transport Assessment (TA) refers to a mixed-use development of 1338sqm business floorspace then remainder 102 x dwellings and 5605sqm business floor space as outline. This is set out as a replan of undeveloped land within phase 2 and commercial development within phase 3. Further information and clarification of what is being sought for approval is required.

Site Context

DC/18/2122 permitted 4998sqm of B1C, B2 and B8 use (phase 1) and outline 14,075sqm B1C, B2, B8 with petrol filling station (phase 2). Updated application DC/21/1107 with variations on that development was approved in March 2022. Parts of each phase have been built out but not completed, including operational food store.

Most recently approved DC/25/0458 for 1400sqm commercial floor space south of phase 2 (known as phase 3).

Site is near consented developments at Hilland including 83 x dwelling allowed under appeal (DC/20/2607) southeast of site, 125 x dwellings allowed under appeal (DC/24/0749) which included pedestrian/cycle access path along New Road. It would be useful for the applicant to provide a plan detailing relevant nearby permitted/ongoing sites for full context of how this scheme will link into these.

Accessibility

Bus – nearest bus stops on Stane Street within 5-minute walk with an uncontrolled (dropped kerb/tactile paved refuge) crossing of the Stane Street arm of roundabout allowing pedestrian connection to northbound bus stop. Compass 100 service provides route between Burgess Hill-Pulborough – Horsham.

Train – Billingshurst Train Station is 1.4 miles (30-minute walk/ 10-minute cycle) and provides covered bicycle parking facilities.

Walking – it is noted that Public Right of Way BIL/1942/1 is in proximity of site – please confirm if development proposes to connect into this. If this application is just for the industrial/commercial building this point may not be relevant but further clarification is required.

The application should clarify how proposed footway will link in to existing. There does appear to be dropped kerb/tactile paved crossings along route to Stane Street to facilitate pedestrian movement. Billingshurst village centre with a range of local amenities is within 15-minute walk of the site though it is noted the immediate business park area features food shop etc.

Cycling – it is noted that there are various cycling routes in vicinity including shared use path running parallel to A29. It is not clear where route parallel to Hilland Road is situated. Will a cycle (and pedestrian) link be provided to Hilland Road? It is also noted the pedestrian/cycle path on New Road secured under DC/24/0749 (appeal). Further detail on how site will link into this (if proposal includes residential development) required.

Applicant should explore providing pedestrian/cycle link from within residential development proposed to DC/24/0749 to east (if this proposal includes residential development).

Considered that suitable internal pedestrian/cycle links as well as links to adjacent sites forms part of principle of access for the application. Whilst some plans refer to just the commercial/industrial element the TA refers to wider commercial buildings and residential development, so the LHA need to be clear on what is proposed for assessment.

Residential Travel Plan (TP) has been provided but no commercial TP. Clarification required on whether this application seeks approval for both residential and commercial aspects prior to us commenting on TP. Clarification on floorspace area of commercial/industrial element required though likely a separate full TP will be required for that element also.

Access and Visibility

Access to site is via A29 Stane Street/ New Road roundabout with extension of the internal spine road serving phases 1 and 2 including continuous footway on both sides of spine road to link with existing and pedestrian links within site connecting to spine road.

Whilst it is understood that principle of access on to the roundabout would have been previously accepted, it would still be useful for a full access appraisal to be provided. Further information is required:

- Visibility on to public highway and forward visibility within site.
- Whether a s278 is required or internal spine road where it adjoins is to remain private?
- 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.

Trip Generation

Trip rates from DC/24/0749 have been used to determine residential trip generation and shows residential element of the scheme could see circa. 50 vehicle trips in AM and 50 in PM peak hours – this appears to be undertaken on basis of 100 dwellings not 102.

For the commercial element trip rates from DC/18/2122 have been used with census mode share applied to derive car drivers. Resultant trips are 32 x vehicle trips in AM and 28 in PM peak hours but it is not clear for what floorspace area this is. The original trip rate/TRICs data has not been provided.

Prior to trip distribution and junction capacity modelling being assessed the applicant should clarify these points.

Reserved Matters – parking, layout would be assessed as part of reserved matters but further clarity is still sought on what this application actually seeks approval for in terms of residential vs commercial and which matters are outline.

CONCLUSION

Please ask the applicant for the above information and clarifications and re-consult

Katie Kurek
West Sussex County Council – Planning Services