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Sent: 24 September 2026 16:54:47 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: WSCC Consultation Response from County Highways - Planning Services - DC/26/0934
Categories: Consultations

TO:	Horsham District Council (HDC) - The Local Planning Authority (LPA) Planning officer: Tamara Dale
FROM:	West Sussex County Council (WSCC) – The Local Highway Authority (LHA) - Consultee to the LPA Planning officer: Emma Avis
LOCATION:	Watermead Henfield Road Cowfold Horsham West Sussex RH13 8DT
SUBJECT:	DC/26/0934 - Demolition of existing vacant storage buildings and erection of 9no. residential units, provision of open space and retention of pond.
DATE OF SITE VISIT:	Site known to officer
RECOMMENDATION:	Advice/More Information Required

The Local Highway Authority (LHA) has reviewed the submitted Transport Statement and associated plans in respect of the proposed demolition of the existing commercial/light industrial premises and erection of nine dwellings.

The application site comprises an existing warehouse and associated outbuildings with a permitted commercial/light industrial use. Vehicular access is obtained via an established existing private access road which connects with the A281 Henfield Road and also serves 10 existing residential dwellings, including the eight dwellings at Summer Meadow.

Trip Generation and Use of the Access

The Transport Statement has undertaken a comparison between the potential vehicle movements associated with the site's permitted light industrial use and those anticipated from the proposed residential development. This indicates that the permitted use could generate approximately 91 vehicle movements over the assessed 12-hour period, compared with approximately 47 movements associated with the proposed nine dwellings.

The LHA therefore acknowledges that the proposed residential use is not anticipated to result in an intensification of vehicular movements along the private access when compared with the site's permitted commercial use.

The private access is constrained in width in places. However, the LHA notes that the access already serves 10 residential dwellings and that vehicle tracking undertaken in association with the previous Summer Meadow development demonstrated the operation of service vehicles and passing along the access. Having regard to this, together with the predicted reduction in vehicle movements compared with the permitted commercial/light industrial use, the LHA does not consider that an objection could reasonably be sustained on the basis of the width of the private access road alone.

Access onto the A281 and Visibility

The Transport Statement refers to previous discussions with WSCC in connection with application **DC/17/2352**, which related to the development of eight dwellings at Summer Meadow. As part of that application, visibility at the junction of the private access with the A281 was considered by the LHA.

The Transport Statement relies upon the ATC speed survey undertaken between 25 January and 2 February 2017, which recorded 85th percentile speeds of approximately 35.5mph northbound and 36.7mph southbound. The LHA notes that the highway environment and speed limit in the vicinity of the access do not appear to have materially changed since that survey. Therefore, an updated speed survey is not considered necessary in this instance.

The Transport Statement advises that visibility splays previously agreed with WSCC comprised a 2.4m setback with a 55.6m visibility distance to the nearside kerb in the primary direction, with visibility in the secondary direction measured to the centreline and a 32m Y-distance accepted.

It is also acknowledged that part of the previously agreed visibility splay extended across third-party land associated with the adjoining car dealership and that an agreement was previously in place to ensure that the land falling within the visibility splay remained clear.

Whilst the LHA acknowledges the previous consideration of the access under DC/17/2352, the submitted information does not clearly demonstrate that the previously agreed visibility splays remain achievable on the ground and capable of being maintained in connection with the current development.

The LHA therefore requires an appropriately scaled plan demonstrating the **currently achievable visibility splays in both directions from the access onto the A281**, based upon the previously recorded vehicle speeds. The plan should clearly identify the extent of adopted highway, land within the applicant's control and any part of the visibility splays which falls across third-party land.

Where visibility relies upon third-party land, clarification/evidence should also be provided to demonstrate that the relevant area can continue to be secured and maintained free from obstruction for the lifetime of the development.

Forward Visibility

In addition to visibility for vehicles emerging from the access, the LHA requires the applicant to demonstrate the **forward visibility available to vehicles travelling along the A281 on both approaches to the junction.**

This should demonstrate that drivers approaching the access have sufficient visibility of vehicles slowing and turning into the private access, together with vehicles emerging from the access, having regard to the previously recorded approach speeds and the alignment of the A281.

Parking and Internal Layout

The submitted Transport Statement identifies a parking demand of 19.3 spaces based upon the literal application of the WSCC parking guidance, with 20 spaces proposed, comprising 18 allocated spaces and two visitor spaces.

Having regard to the scale of the development and the level of parking proposed, the LHA does not consider that the minor difference between the calculated parking demand and proposed provision would, in isolation, result in a material highway safety concern.

Cycle parking and electric vehicle charging provision are also identified within the submitted information.

Conclusion

The LHA acknowledges that the proposed residential development is predicted to generate fewer vehicle movements than the site's permitted commercial/light industrial use and, consequently, does not raise an objection in respect of the capacity or level of use of the existing/ established private access road.

However, further information is required in respect of the junction with the A281 before the LHA can conclude that safe and suitable access would be provided for the proposed development.

The applicant is therefore requested to provide:

- 1. An appropriately scaled plan demonstrating the currently achievable visibility splays from the access onto the A281 in both directions, based upon the previously recorded approach speeds.*
- 2. Identification of the adopted highway boundary, applicant-controlled land and any third-party land over which the visibility splays extend, together with evidence that any necessary third-party visibility can continue to be secured and maintained free from obstruction.*
- 3. Details demonstrating the available forward visibility along the A281 on both approaches to the access, including visibility to vehicles slowing/turning into and emerging from the access.*

Upon receipt of the above information, the LHA would be able to provide further comments on the application.

Emma Avis (MCIHT) - Planner County Highways (Development Management) - Planning Services

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