

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Bethan Tinning
FROM:	WSCC – Highways Authority
DATE:	20 September 2026
LOCATION:	16 Jengers Mead Billingshurst RH14 9PB
SUBJECT:	DC/26/1301 Reconfiguration of the existing ground floor retail unit and erection of an additional storey to provide 5 additional self-contained residential dwellings (Class C3), resulting in a total of 6 residential dwellings, with associated alterations to fenestration and rear access.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on planning application DC/26/1301, with regards to any highway safety or capacity concerns. The application is supported by way of a Planning and Heritage Statement.

Background and Site Context

The application site comprises the corner block of an 'L' shaped shopping parade known as Jengers Mead, within Billingshurst. The site accommodates retail floorspace on the ground and first floor, and a vacant residential flat. The development proposals are for the reconfiguration of the ground floor retail unit, conversion of first floor and extension to form a second floor to form 6 nos. dwellings (Use Class C3).

This application is a resubmission of an expired planning permission for the site which was granted in May 2016 under planning application reference DC/15/2699 and was later resubmitted under application ref: DC/22/0707 was later withdrawn.

Access and Visibility

The site is accessed via Jengers Mead, which is a private road, not maintained at public expense. The road leads onto the High Street via a mini roundabout which is a 'C' class road. High Street to the east of exiting the junction is in the 20mph speed limit zone and High Street to the west is subject to a 30mph speed restriction.

An inspection of data supplied by WSCC by Sussex Police over a period of the past five years reveals that there has been no incident reported near to the junction of Jengers Mead with the High Street. This indicates the site access has been operating in a safe manner in its present form.

Parking

There are no vehicular access works or car parking provision proposed as part of the development. Under the WSCC Car Parking Standards, six car parking spaces may be provided for the proposal. Most car parking in the immediate vicinity around Jengers Mead is limited to short term “Pay and Display” parking only. There are comprehensive parking restrictions in locations where highway safety could be compromised. Based on the submitted information no concerns would be raised to a nil parking provision at this location; however, the Local Planning Authority (LPA) may wish to consider the effect on on-street parking in the vicinity from amenity perspective. There is a large car park southwest of the site which offers longer term parking opportunities.

In accordance with the WSCC Cycle Parking Standards, safe and secure cycle parking spaces must be provided in a conveniently accessible location.

Trip Generation and Highway Capacity

The proposal will incorporate the retention of the A1 unit at ground floor level; therefore, a mixed A1 and C3 use will occur. Due to the scale of the proposed development, it is not considered that traffic generation would significantly increase. Hence, there are no grounds to refuse the planning permission based on trip generation.

Sustainability

Jengers Mead hosts a range of retail opportunities as does nearby Billingshurst High Street providing other facilities and services such as the adjacent post office. Billingshurst Train Station is 0.8 mile walk from the site and the nearest bus stop is within approximately 65 metres of the site. Street lit footway links provide safe onward routes for pedestrians. Footpath no. 1335 runs to the south of the site and although not immediately adjacent to the site it should be noted that it must be always kept clear from obstructions during construction works and any damage to the surface of the right of way must be rectified and brought back to a condition at least as good as at present.

Conclusion

The Local Highway Authority (LHA) do not consider that this 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 (NPPF), paragraphs TR1 – TR8, as revised August 2026. Therefore, there are no transport grounds to resist this proposal.

If the LPA are minded approving the application, the following conditions should be applied:

Conditions

Cycle Parking

No part of the development shall be first occupied until secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Construction Management Plan

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractors' vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

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West Sussex County Council – Planning Services