

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sam Nye
FROM:	WSCC – Highways Authority
DATE:	7 September 2026
LOCATION:	Southdown Enterprise Park, Unit 2 East Shoreham Road, Henfield. West Sussex BN5 9SE
SUBJECT:	DC/26/1169 Change of Use of Unit 2 East from B8 (Storage and Distribution) to B2 (General Industrial) use to include car repairs and MOT Class 7.
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 the full application DC/26/1169 with regards to highway safety and capacity matters. The application is supported by a Transport Statement (TS) and associated plans.

Site Context

The application site forms part of Southdown Enterprise Park and is located to the west of A2037 Shoreham Road, to the south of Henfield. The proposal is for change of use of Unit 2 East from B8 (Storage and Distribution) to B2 (General Industrial) use to include car repairs and MOT Class 7 (Sui Generis).

Access

The established access serving the business park will be used with no changes proposed. An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals a single incident of personal injury caused due to driver behaviour. Therefore, there is no evidence to suggest that the existing access is currently operating unsafely. With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the existing access.

Parking

The scheme proposes 9 nos. vehicle parking spaces including a disabled bay. Provision for cycle parking is made to the southeast of the site. The Highway Authority have considered the scale, floorspace and the number of bays in the proposal and the proposed uses and consider that adequate parking provision has been made.

Trip Generation and Highway Impact

The nationally recognised TRICS database has been interrogated to estimate the likely number of trips associated with the existing and proposed development. A comparison study reveals the proposed

scheme is anticipated to result in addition of 3 two-way vehicular trips per day. Therefore, the Highway Authority do not consider that the proposed scheme could cause any capacity issues on the local highway network.

Conclusion

The Highway Authority 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 Local Planning Authority (LPA) mind to approve the application, the following conditions should be applied:

CONDITIONS

Vehicle Parking

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide adequate on-site car parking space for the development.

Cycle Parking

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

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

Roopa Bilichodmath
West Sussex County Council – Planning Services