

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Hannah Darley
FROM:	WSCC – Highways Authority
DATE:	30 March 2026
LOCATION:	Newhouse Farm Old Crawley Road Horsham RH12 4RU
SUBJECT:	DC/26/0352 Erection of building comprising 4no. commercial units, creation of new vehicle access to Old Crawley Road and associated car parking and landscaping.
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 above full planning application (DC/26/0352), with regards to any highway safety or capacity concerns. The application is supported by a Transport Statement (TS) and associated plans.

Site Context

The application site is accessed from Old Crawley Road, a “D” class road subject to 40 miles per hour speed restriction. The development proposals are for the erection of a building comprising 4no. commercial units, creation of a new vehicular access to Old Crawley Road with associated car parking and landscaping.

Access and Visibility

The scheme proposes a new bell mouth style access with 10 metres radii on either side and 6 metres width. The access is of sufficient geometry to accommodate the anticipated large sized vehicles. Suitable visibility splays of 2.4 metres x 120 metres are achievable in accordance with the posted speed limit and are demonstrated on Drawing No. 1346/02 Rev. F. The grass verge along both sides at the site entrance must be kept clear to avoid any obstruction to these visibility splays. The applicant should ensure this is regularly maintained to protect the visibility in the vertical plain, at 0.6m or less.

An inspection of collision data provided to WSCC by Sussex Police from a period of last five years reveals no reported incidents of personal injury immediately near to the proposed access. Therefore, there is no evidence to suggest there is any highway safety concerns associated with the road layout or geometry.

Parking and Internal Layout

In accordance with WSCC guidance, there is a requirement of 10 vehicle parking spaces. The scheme proposes 12 spaces which ensures adequate parking provision for staff and visitors. Safe and secure cycle parking spaces are provided to encourage sustainable travel.

Swept path analysis has been carried out for a rigid truck and a private car demonstrating entering, accessing the parking bays, turning within site, and exiting in forward gear demonstrating suitability of the site access.

Highway Capacity

The nationally recognised TRICS database has been interrogated to estimate the AM and PM peak trip rates of the proposal. This is when the network will be at its busiest and any extra trips may likely influence local highway/junction capacity. It is estimated that there is likely to be around 3 two-way AM peak hour trips, 3 PM peak hour trips and a total of 19 two-way trips throughout the day. From the capacity perspective, the Highway Authority are satisfied the proposal will not have a severe residual impact.

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 114 -117, as revised December 2024. 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

Access

No part of the development shall be occupied until such time as the vehicular access serving the development has been constructed in accordance with the details approved by the LPA.

Reason: In the interests of road safety.

Visibility

No part of the development shall be first occupied until a northern visibility splay of 2.4 metres by 120 metres has been provided in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

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 and turning space within 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.

Reason: In the interests of road safety.

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West Sussex County Council – Planning Services