WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Nicola Pettifer
FROM:	WSCC – Highways Authority
DATE:	30 April 2024
LOCATION:	Hilland Farm Hilland Road Billingshurst West Sussex RH14 9HN
SUBJECT:	DC/23/2103 Erection of Business Park following demolition of existing redundant farm buildings
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

Background
WSCC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and accessibility considerations.

The application proposes a number of separate units providing a total of 1,352 square metres of B2 general industrial floor space of Class E floorspace. It's recognised that Class E permits a number of uses. For the purposes of the current application, the Class E units are to provide commercial workspaces. The highway aspects of this application are supported by way of a Technical Note (TN).

In terms of planning history the development site was subject to a planning application in May 2021, which proposed the erection of new rural business park with 12 mixed business starter units (Planning Reference DC/21/1156). The LHA raised no objection to this application subject to conditions set out within the highway's response. The application was withdrawn in May 2022.

Access
The proposed units would be accessed via Phase 3 of the Billingshurst Trade Park. The wider highway network would then be reached via the recently constructed roundabout on the A29. There are no in principle concerns with the intended access arrangements.

A separate pedestrian/cyclist access is also indicated. This is to be taken from the private Hilland Farm access road. It's presumed the applicant have all necessary legal permissions to permit the use of the private access road by those travelling to the new units. The provision of the link as well as its details should be secured via condition.

Layout and Parking
There are no particular concerns in terms of the internal layout. A vehicle swept path analysis has been undertaken demonstrating car parking manoeuvres in Drawing 2022-66524-006. Parking provision is indicated to meet the appropriate current guidance.

Accessibility

Matters of access by sustainable modes have already been considered and addressed through permitted planning applications on the wider Billingshurst Trade Park site. The scale of the current development wouldn't warrant any further specific improvements.

Travel Plan
The LHA previously recommended that a link up with the larger development could provide the basis for a TP. Such matters have been investigated and Subject to a planning permission, best endeavours will be made to link with the wider estates Travel Planning initiatives.

The applicant should note that the LHA apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a s106 agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

Capacity
Traffic flow information has been provided with the current application within the TN, this has been provided by the applicant on what vehicular activity currently exists at the site. This information considers the permitted and proposed uses. The traffic flow generation is based upon the use of TRICS. TRICS is a database containing surveys of other completed and occupied developments. The database can be refined to use comparably located site uses to forecast potential traffic generation. TRICS is an accepted means of determining traffic generation. Using this data, it is evident that the proposed development would generate an estimated 19 and 14 movements in the AM and PM peaks respectively. As such, there is no expectation for this proposal to give rise to any increase or material change over and above what has previously been agreed in past applications.

Conclusion
As with the 2022 application, there are no objections to the latest proposals following assessment of the TN. Any approval of planning consent would be subject to the following conditions:

Construction Management Plan
No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- the prevention of deliveries at the site during school drop-off and pick-up time (generally 0800-0900 and 1430-1530),

- Access arrangements from the public highway, including temporary accesses and alterations to existing accesses.
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Travel Plan (to be approved)

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

Jamie Brown
West Sussex County Council – Planning Services