West Sussex County Council - Planning Consultation Response

To: Horsham District Council

Date: 9 November 2026

FAO:

From: WSCC - Highways Authority

LPA Reference: DC/26/1212

Location: Clockhouse Farmhouse

Stonehouse Lane

Horsham

RH13 8DL

Proposal: Demolition of 6no. existing agricultural buildings within the wider farm holding. Conversion of the existing brick stables into 5no. residential dwellings; erection of a new commercial building and erection of a new Sussex barn with landscaping and associated infrastructure works.

More information received on 22nd October 2026.

Date of Site Visit:

Recommendation: Advice / No Objection

The Local Highway Authority (LHA) has reviewed the additional Technical Note prepared by GTA Civils & Transport in October 2026, submitted in response to its previous consultation comments.

The LHA acknowledges the additional information provided, including the identification of potential passing opportunities along Stonehouse Lane and the revised site layout demonstrating the provision of 19 commercial parking spaces. The previously raised concerns regarding the quantity of commercial parking have therefore been addressed.

Stonehouse Lane – Highway Safety
Stonehouse Lane is a narrow rural road which operates predominantly as a single-track carriageway, much like many across West Sussex, between the application site and its junction with the A272. The submitted Technical Note identifies carriageway widths ranging from approximately 2.8m to 4.6m, with limited opportunities for opposing vehicles to pass.

Whilst the applicant has identified a number of potential passing opportunities along the route, the areas highlighted in red comprise of existing unsurfaced highway verges rather than formally constructed passing places.

Although these areas fall within highway-controlled land, their suitability for regular vehicle movements has not been demonstrated. In particular, the LHA is concerned that reliance upon these areas, particularly during adverse weather conditions, could result in vehicles encroaching onto unsuitable ground, deterioration of the verges and an increased requirement for vehicles to reverse along sections of the carriageway.

The additional Technical Note estimates that the existing agricultural use generates approximately 10–20 two-way vehicle movements per weekday, compared with the 88 two-way movements forecast for the proposed development. This represents an estimated increase of 68–78 two-way vehicle movements per weekday.

When considered against the existing low traffic volumes recorded by the Automatic Traffic Counter survey, the proposed development would represent an increase in traffic using Stonehouse Lane. However, the LHA has to consider the agricultural uses in this area and on the site that could operate with increased traffic volumes and larger sized vehicles even without planning permission for this development, as a result of the sites current/existing and historical lawful uses.

This increase is likely to result in more frequent interactions between opposing vehicles along a predominantly single-track route where suitable and reliable passing opportunities are limited.

Stonehouse Lane has no dedicated pedestrian facilities or street lighting, or public transport links within a reasonable distance of the site, it is likely that there will be a heavy reliance on the private motor vehicle for this site.

The LHA acknowledges that the scale of the proposed development, its location and it's expected traffic generation along Stonehouse Lane, but are of the opinion that the application would not give rise to an unacceptable highway safety issue in line with the tests set out with in the NPPF to object to this application.

The LHA also acknowledges the road traffic data in respect of the junction with the A272. Having reviewed the data from the police recorded collisions, no collision at this junction has been recorded as being as a result of the junction geometry or road layout.

Conclusion
Having considered the additional information, the LHA acknowledges that the proposed development would introduce a material increase in vehicle movements along a predominantly single-track rural road where suitable passing opportunities are limited, but there is no evidence to suggest that this scale of development would result in an unacceptable impact on highway safety, contrary to Policy TR6(4) of the National Planning Policy Framework to enable the LHA to support an objection to the application on highway grounds.

Emma Avis
West Sussex County Council – Planning Services (Highways)