

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Kate Turner
FROM:	Highways, WSCC
DATE:	22/09/2026
LOCATION:	Land at Knowe Top Farm, Broadford Bridge Road, West Chiltington
SUBJECT:	DC/26/1171 Construction of a pressing centre building including associated access, hardstanding and landscaping.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

WSCC in its role as Local Highway Authority (LHA) has been consulted on highway matters by the Local Planning Authority (LPA) for the proposed construction of a pressing centre building including associated access, hardstanding and landscaping. The site is located on Broadford Bridge Road, a C-classified road subject to national speed limit in this location. The proposals are supported by a Transport Statement prepared by iTransport, which the LHA has reviewed alongside the submitted plans and application documents.

The existing vehicle access point on Broadford Bridge Road will be utilised for this proposal, with the existing private access track linking the maintained highway to the application site. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on Broadford Bridge Road. On-site turning is shown to be achievable, with swept path tracking diagrams for a number of different vehicle types (including articulated lorries and tankers) demonstrated to the satisfaction of the LHA.

11 car parking spaces are proposed for this development. Considering the number of staff proposed and considering the ratio to parking proposed as set out in the Transport Statement, the LHA considers the proposed car parking provision to be acceptable. From inspection of the plans, there does appear to be space for additional parking if this is required.

Trip generation data has also been included in the submitted Transport Statement. The data suggests that the proposed development could generate 22 two-way movements per day by private car, and nine two-way movements per day by HGV. These movements would only be expected during the months that the site is in operation, with ten of these months producing zero movements. Considering the site already generates vehicle movements of a similar nature, the LHA does not anticipate that the additional expected movements associated with the proposed use would give rise to an adverse impact upon the operation of the local highway network.

In summary, the LHA does 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 (in line with TR6 paragraph 4) and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following condition should be applied:

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

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

Kyran Schneider
West Sussex County Council – Planning Services