

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sophie Moore
FROM:	WSCC – Highways Authority
DATE:	10 September 2026
LOCATION:	Land at Hillybarn Farm The Mount, Ifield West Sussex
SUBJECT:	DC/26/0337 Demolition of barn and erection of 4no new dwellinghouses.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

The application site is located along Hillybarn Road. The is an existing agricultural building with access taken from Hillybarn Road.

The development proposals are for the demolition of this building and erection of 4 nos. dwellings (Class C3) along with the addition of two new access points. The development mix comprises 2 x 4-bed dwellings and 2 x 2-bed dwellings as previously sought.

The site was subject to a prior approval application DC/1918/22 for change of use of agricultural building to residential (Use Class C3) to form 5no dwellinghouses. The prior approval was permitted with The Local Highway Authority (LHA) raising no objection from a highway safety or capacity perspective.

Following this, under DC/25/0447- The Local Highway Authority was consulted on a similar application, for four dwellings. The application was permitted with the LHA raising no objection from a highway safety or capacity perspective.

Due to the overall similarities between the two proposals, the comments within this report will echo the comments made by the highway officer alongside DC/25/0447.

Access

The development proposes to utilise the existing access from Hillybarn Road to gain access to one of the dwellings. Two new vehicle crossover (VCO) accesses will be formed to serve the other three dwellings. Hillybarn Road is a two-way single carriageway C-classified road subject to a 40-mph speed restriction. I have consulted WSCC mapping data which appears to demonstrate that adequate visibility can be achieved from the proposed access points. An inspection of collision data supplied to WSCC by Sussex Police over a period past five years reveals there have been no recorded collisions within the vicinity of the site. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking

The development proposes a 3 bay garage for the northernmost of the 4-bed dwellings and 2 bay garage spaces each for other three dwellings. Additional space is present within the associated hardstanding, to accommodate parking and turning. Secure and covered garden sheds are proposed within the curtilage of each dwelling for secure and covered bicycle parking and for storage of refuse bins. The Highway Authority would accept the proposed parking provision given there is ample space within the curtilage of each dwelling for any overspill parking. Delivery and servicing are anticipated to be carried out from kerbside along Hillybarn Road.

No vehicular traffic generation information has been provided with the current application. However, from experience of other similar proposals, the LHA recognise that agricultural land use will generate greater vehicular movements compared with residential schemes. Therefore, there is no expectation for the proposed residential scheme to give rise to any increase or material change in the character of traffic in the vicinity of the site.

Sustainability

The nearby Public Right of Way (PRoW) network can be used to reach Ifield West and Gossops Green. The nearest railway link is Ifield Railway station, situated within 3 miles. Given the rural character of the site and lack of public transport facilities, it is likely that residents would be reliant on private vehicles as their primary mode of transport.

Conclusion

The Local Highway Authority does not consider that the 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 (paragraph 116), and that there are no transport grounds to resist the proposal.

Car Parking

No part of the development shall be first occupied until car parking spaces have been constructed in accordance with the approved site plan. These spaces shall thereafter be always retained for their designated purpose.

Reason: To provide car parking spaces for the use.

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 Local Planning Authority.

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

Jodie Wilkes

West Sussex County Council – Planning Services