

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Tamara Dale
FROM:	WSCC – Highways Authority
DATE:	20 November 2025
LOCATION:	Land North of 6 Montpelier Cottages Old London Road Washington West Sussex
SUBJECT:	DC/25/1480 Erection of 4no. 3-bedroom dwellings with associated car parking, private amenity space and acoustic fencing. Creation of an ecological buffer zone.
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 this full application DC/25/1480 to assess the highway safety and capacity implications of the proposed development. The application is supported by a Design & Access Statement (DAS) and associated plans.

Background and Site Context

The application site is a vacant land, located within the small hamlet of Rock. The application seeks permission to construct 4 x 3-bed dwellings (Class C3) with associated parking and landscaping. The site was subject to similar residential schemes, for which no objection was raised with regards to highway safety or capacity.

Access and Visibility

The site fronts onto Old London Road which forms part of the public highway network and is described as a 'D' classified road subject to 60mph speed limit. The site is located at the end of a no-through road, and the character of the road is quiet and lightly trafficked. The plans show driveways onto the street. Assuming the speeds here will be much lower the driveways onto the existing highway are unlikely to cause any safety issues.

WSCC maps have been checked for visibility along Old London Road. Due to its linear alignment there appears to be no apparent visibility concerns. An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no reported incidents of personal injury near to the access. Therefore, there is no evidence to suggest the existing road layout is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Internal Layout

The site is situated in Parking Behaviour Zone (PBZ) 1. In accordance with the standards set out in WSCC's Guidance on Parking at New Developments (September 2020), there is a requirement of 2.2 spaces for a 3-bed dwelling. The scheme proposes 2 spaces per dwelling vehicle parking spaces which the Highway Authority consider as adequate.

Cycle parking provision for each dwelling is made in line with the NPPF guidance on promoting sustainable transport options. These can be included as sheds in the rear gardens. Delivery and servicing will be carried out from kerbside.

Trip Generation and Highway Impact

No traffic flow information has been provided with the current application. However, the Highway Authority from experience with similar site context, consider that although there are additional trips associated with the proposal it is not to an extent that could cause capacity issues on the local highway network.

Sustainable Transport Accessibility

The site is within walking distance of bus stops along A283 Storrington Road roundabout. These bus stops are served by bus routes 1 and 100 providing connectivity to nearby towns and villages such as Burgess Hill, Steyning, Pulborough, Slinfold, Horsham etc. Therefore, there are opportunities to travel sustainably without complete reliance on private car.

Conclusion

Paragraph 116 of the National Planning Policy Framework (NPPF) states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Therefore, the Highway Authority 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 LPA are minded approving the application, the following conditions and informative should be applied:

Conditions

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 space for the development.

Cycle Parking

No part of the development shall be first occupied until 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.

Construction Plant and Materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details of all temporary contractor buildings, plant and stacks of materials, provision for the temporary parking of contractor vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

INFORMATIVES

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

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West Sussex County Council – Planning Services