

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Horsham District Council FAO: Tamara Dale
<b>FROM:</b>	WSSC – Highways Authority
<b>DATE:</b>	10 February 2025
<b>LOCATION:</b>	Land To The West of South Hill Farmhouse Storrington Road Thakeham Pulborough West Sussex RH20 3EN
<b>SUBJECT:</b>	DC/25/0053 Erection of 5no. detached dwellings with associated access, car ports and landscaping.
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	No Objection

West Sussex County Council (WSSC), in its capacity as Local Highway Authority (LHA), have been consulted on the above full planning application (DC/25/0053) to assess highway safety and capacity implications of the proposed development. The application is supported by way of a Transport Note (TN) and associated plans.

### Background and Site Context

The application site is located along B2139 Duke's Hill, within Thakeham and currently comprises a small polytunnel / nursery unit. The development proposals are for erection of 5 nos. residential dwellings (Class C3) with associated access, parking, and landscaping. The site was subject to a similar residential scheme (DC/23/1777) in year 2023. The application was refused but no objection was raised with respect to highway safety or capacity.

### Access Arrangement

The site fronts onto and gains access from B2139 Duke's Hill which is a two-way single carriageway road, subject to 60 miles per hour speed restriction near to site access. The existing access takes the form of a vehicle crossover access (VCO) which will be retained and widened to accommodate the proposed uses. The access at the entrance will be 5.0 metres wide which reduces to 4.8 metres towards the internal access. A short 2.0 metres footway is proposed on the western side of the site entrance. It is proposed that the access drive would be surfaced with asphalt in continuity with Storrington Road / Duke's Hill. The LHA advise the provision of a raised speed table at the site entrance to warn the driver of an access ahead.

### Visibility

A 7-day Automatic Traffic Counter (ATC) speed survey was carried out in December 2022 which recorded 85th percentile speeds of 33.0 mph northwest bound, and 33.6 mph southeast bound. In accordance with Manual for Streets (MfS) guidance, for the recorded 85th percentile speeds, there is

a requirement of 2.4 metres x 53 metres and 2.4 metres x 52 metres visibility splays towards northwest and southwest respectively. These splays are achievable within the full extent of the publicly maintainable highway. The LHA advise that the required visibility splays are always kept free of any obstruction from vegetation. It is noted that a stepped level bank followed by a rising embankment near to site entrance enhances the visibility splays.

### **Personal Injury Accident (PIA) Data**

An inspection of data supplied to WSCC by Sussex Police over a period of last five years reveals that there has been no incident of personal injury reported near to the site access. This indicates the site access has been operating in a safe manner in its current form.

### **Sustainable Transport Accessibility**

Duke's Hill does not benefit from footways, but the stepped level bank provides a pathway for pedestrians to nearby bus stops and other areas. The nearest bus stops to the site are located to the southeast of the site. The LHA acknowledge that the site benefits from limited public transport accessibility as is anticipated in a rural location.

### **Parking and Internal Layout**

Car and cycle parking provision for the development has been provided in accordance with WSCC's Parking Standards. Each dwelling will be provided with 3 nos. car parking spaces within driveways and garages. Sustainable travel is encouraged by the provision of safe and secure parking spaces for 2 nos. bicycles within the curtilage of each dwelling.

Delivery and servicing are carried out on site. Swept path diagrams included within the TN show a large refuse vehicle can turn within site using the turning head to the south of the site and egress in forward gear which indicate the site access is fit to accommodate large vehicles.

### **Trip Generation and Highway Impact**

The nationally recognised TRICS database has been interrogated to estimate the person trips associated with the proposed development. It is estimated that 3 nos. two-way vehicular trips are generated each during morning and evening peak hours. Given that the site access has operated safely over many years without any reported personal injury accidents near to the site access, the slight increase in vehicular trips is not considered to be of a material concern.

### **Conclusion**

The Local Highway Authority (LHA) 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 2023. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) mind to approve the application, the following conditions should be applied:

## **CONDITIONS**

### *Access*

No development shall commence until the vehicular access serving the development has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

### *Visibility Splays*

Maximum visibility splays shall be provided at the site access in accordance with a plan to be submitted to and approved by the planning authority. These splays shall thereafter be kept clear of all obstructions to visibility at a height of one metre above the adjoining road level.

Reason – In the interests of road safety.

### *Vehicle Parking and Turning*

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 and turning space within the development.

### *Cycle Parking*

No part of the new 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.

### *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 for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractor's 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.

**Roopa Bilichodmath**  
**West Sussex County Council – Planning Services**