

WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| TO: | Horsham District Council FAO: Jacques Burrowes |
| FROM: | WSCC – Highways Authority |
| DATE: | 26 June 2025 |
| LOCATION: | Woodend Water Lane Storrington West Sussex RH20 3LY |
| SUBJECT: | DC/25/0861 Conversion of existing dwelling into two dwellings |
| 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.

This application is for the conversion of existing dwelling into two dwellings. The site is located on a privately maintained access off Water Lane, a C-classified road subject to a speed limit of 40mph.

The LHA provided pre-application advice for this proposal under ref: PRE-06-25. No highways safety concerns were raised to the principle of this proposal at pre-app stage.

The proposed plans demonstrate that the existing access onto Water Lane will be utilised. Whilst visibility splays appear to fall short of the standard 2.4m x 140m as set out in Design Manual for Roads and Bridges (DMRB CD109), weight is given to the fact that this access currently serves five dwellings. As such, the proposal for one additional dwelling would likely generate approximately 6 additional movements per day and is not anticipated to result in a material intensification of use of the existing access. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years, which reveals no recorded injury accidents attributed to the use of the existing access within the vicinity of the site. Therefore, there is no evidence to suggest the existing access has been operating unsafely or that the proposals would exacerbate an existing safety concern.

The plans indicate that seven parking spaces would be provided on site - three per dwelling. The LHA would consider this to be sufficient provision for the proposal. The plans also indicate sufficient turning space on site, enabling vehicles to exit onto the public highway in forward gear.

Secure and covered cycle storage is also proposed for each dwelling, which promotes sustainable transport methods and reduces the reliance upon the private car.

Conclusion

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 (paragraph 116), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions 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.

Cycle parking

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

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

Nicola Elliott
West Sussex County Council – Planning Services