

WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| TO: | Horsham District Council FAO: Hannah Darley |
| FROM: | Highways, WSCC |
| DATE: | 17/09/2024 |
| LOCATION: | Staalcot Farm, Stall House Lane, North Heath, RH20 2HR |
| SUBJECT: | DC/25/1364 Use of land for the stationing of 2no. caravans for residential purposes, together with the formation of hardstanding and associated landscaping. Construction of associated utility buildings. |
| DATE OF SITE VISIT: | N/A |
| RECOMMENDATION: | Advice |
| S106 CONTRIBUTION TOTAL: | £N/A |

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

Summary and Context

This application seeks the use of land for the stationing of two caravans for residential purposes, with formation of hardstanding and associated landscaping, and construction of utility buildings. The site is located on Stall House Lane, an unclassified rural road subject to national speed limit. Following an inspection of the submitted application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

The LHA was previously consulted regarding highway matters for this site for application DC/24/1573 (*Use of land for the stationing of 4no. static caravans for residential purposes, together with the formation of hardstanding and associated landscaping and the construction of associated utility buildings (part retrospective)*), of which no highway safety or capacity concerns were raised. The Local Planning Authority (LPA) refused the application on grounds unrelated to highways, and a subsequent appeal was dismissed.

Access and Visibility

The applicant proposes to utilise an existing vehicular access on Stall House Lane. From inspection of WSCC mapping, visibility appears suitable in both directions for the anticipated road speeds in this location. In addition, the LHA does not anticipate that the proposed development would give rise to a significant material intensification of vehicular movements to or from the site.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded collisions within the vicinity of the site. Therefore, there is no evidence to suggest the existing access has been operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

The applicant proposes two car parking spaces for each of the proposed pitches. Whilst technically a withdrawn document, the Good Practice Guide on Designing Gypsy and Traveller Sites (2008) recommended a provision of two car parking spaces per pitch. As such, the LHA considers the proposed parking provision to be sufficient. Furthermore, there

appears to be sufficient space for on-site turning to be achievable, allowing vehicles to exit the site onto the publicly maintained highway in a forward gear.

Regarding cycles, the proposed units will be provided with secure cycle parking provision for two bicycles each, which is considered sufficient for a development of this size and location.

Sustainability

The site is located in a rural location that lacks access to nearby services and amenities. In addition, Stall House Lane lacks a footway and street lighting in this location. Therefore, the LHA anticipates that residents may have a reliance on the private car for most trips. Cycling could be an option for confident cyclists.

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:

Car parking space (details approved)

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

Reason: To provide car-parking space 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 to be 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.

Kyran Schneider
West Sussex County Council – Planning Services