WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Hannah Darley
FROM:	WSCC – Highways Authority
DATE:	4 October 2024
LOCATION:	26 Amberley Road, Horsham, RH12 4LN
SUBJECT:	DC/24/1446 Demolition of existing garages and erection of a three bed dwelling.
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.

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

Summary
This application is for the demolition of existing garages and erection of a three bedroom dwelling. The site is located on Amberley Road, a D classified residential road subject to 30mph speed restrictions. The Local Highways Authority (LHA) has previously been consulted on matters at this address under application DC/21/2088 to which no severe highways safety concerns were raised subject to conditions.

This most recent planning application does not materially change in Highways terms from that previously submitted. Therefore, the comments issued will remain similar to that previously advised.

Vehicle Access and Parking
Vehicle access and parking will be facilitated by an existing dropped crossing access that currently facilitates access and parking for 26 and 26B Amberley Road. This existing parking provision takes the form of a large hardstanding area and garages large enough to park a minimum of 2 vehicles per dwelling.

The garages will be lost because of the proposal; however, the retained hardstanding is considered large enough to park at least 2 vehicles per dwelling (26B and the proposed dwelling).

Such provision would be considered adequate to meet the needs of a dwelling of this size in this location.

Replacement Vehicle Access and Parking (26 Amberley Road)
As a result of this proposal 26 Amberley Road will no longer make use of this dropped crossing access point. Therefore, the net impact at this particular access point would be considered zero.

The proposed block plan annotates that a new driveway and hardstanding will be provided to facilitate replacement vehicle access and parking for 26 Amberley Road.

The Local Highways Authority is mindful that the frontage of 26 Amberley Road has not been included within the red edge of the application block / location plan. As such the replacement parking provision for 26 Amberley Road cannot be secured via condition as part of this application.

Amberley Road is 'unclassified' so this replacement dropped crossing access works could potentially be sought via permitted development rights and implemented under a Licence Agreement obtained from WSCC Highways.

Due to the above, the Local Planning Authority would be advised to consider this application on the basis that no replacement vehicle access and parking provision for 26 Amberley Road will come forwards. The impact of this would be the displacement of 2/3 spaces of car parking demand being placed on street.

It is difficult to substantiate that small quantities of on street car parking will result in a an unacceptable highway safety issue in residential areas such as this. The Local Planning Authority may wish to consider the amenity implication of this however, as the highways authority is unaware of any existing parking pressures in this location.

The LPA may wish to request an alteration to the plans to include the new access and parking area and enable these works to be conditionable, to which the LHA could then advise suitable conditions and informative.

Cycle Parking
It is noted that a bike store for the new dwelling has been indicated on the proposed block plan, this is welcome. The provision should be secure and covered. The details of which can be secured via a suitably worded condition.

The proposed includes the loss of the garages for 26 and 26B Amberley Road which could have facilitated cycle storage. Given these garages will be lost it would be beneficial if both 26 and 26B Amberley Road were to be provided with replacement cycle storage provisions, currently replacement provisions have only been shown for no 26. Similar to the above these provisions could only be secured via a suitably worded condition with amendments to the red edge plans.

Conclusion
In principle the Local Highways Authority 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 115), and that there are no transport grounds to resist the proposal.

However, the Local Planning Authority would be advised to consider the comments above pertaining to replacement vehicle access, replacement vehicle parking and replacement cycle parking and raise these with the applicant prior to determination to see if the application can be improved upon.

If the Local Planning Authority are minded to grant planning consent, based on the currently submitted plans the following conditions would be advised:

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.

Jodie Wilkes
West Sussex County Council – Planning Services