WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Tamara Dale
FROM:	WSCC – Highways Authority
DATE:	22 March 2024
LOCATION:	Land To The Rear of 8 Station Road Billingshurst West Sussex RH14 9RE
SUBJECT:	DC/24/0152 Erection of a detached two storey residential 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
West Sussex County Council was consulted previously on Highway Matters for this location under planning applications DC/14/2408, DC/17/1767 and DC/18/2554 for similar proposals. No objections were raised to these proposals from a highways perspective subject to conditions.

The application seeks approval for the construction of a 3 bedroom 2 storey dwelling with associated off-street parking.

Access
The site is accessed via a shared private drive adjoining Station Road, Billingshurst. This access currently serves a number of dwellings; however the visibility to the east of the access appears to be somewhat restricted due to the bend in the road. This part of Station Road is a 30mph residential road with a school immediately to the west of the access; therefore there are adequate warning markers in place advising motorists to approach the bend slowly. Signage restricts vehicles speeds during school pick up and drop off times to 20mph, also prompting drivers to proceed cautiously.

The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury accidents at the access with the public highway, onto Station Road. There is no evidence to suggest that the junction is operating unsafely, or that the proposed additional dwelling would exacerbate an existing safety concern.

Parking
The proposal would not be anticipated to generate a material number of vehicular movements over that currently generated by residents of the drive. The plans indicate an existing parking space will be for use by the proposed dwelling. It would appear a turn within the private drive is achievable with a multiple manoeuvre, this allowing for vehicles to exit on to Station Road in a forward gear, which assists in visibility of oncoming vehicles

on Station Road. Existing properties along this route benefit from private accesses and parking extending from the drive.
The proposed single parking space falls short of the number of spaces as outlined within the WSCC Parking Demand Calculator (PDC) which outlines a dwelling of this size in this location would generate the requirement for 3 parking spaces. The LHA considers however that the site is within a sustainable location with good access to public transport. Furthermore secure and covered cycle parking is also proposed to help mitigate the need for a private vehicle, although unclear from plans where this will be located.
Key locations along Station Road are subject to parking restrictions in the form of double yellow lines, this prevents overspill parking in unsafe locations on the network.

Conclusion
The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 115), and that there are no transport grounds to resist the proposal. Should the LPA be minded to approve this proposal, the following should be sealed via condition.

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