

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Bethan Tinning
FROM:	WSCC – Highways Authority
DATE:	25 March 2026
LOCATION:	51 The Fieldings Southwater West Sussex RH13 9LZ
SUBJECT:	DC/26/0197 Erection of 1no dwellinghouse
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 erection of one dwelling house. The site will be accessed from Mill Straight, a C-classified road subject to a speed limit of 40mph. The LHA was consulted on a similar application at this site and requested more information pertaining to the exact position of the proposed access in relation to the existing traffic calming features and street furniture, width and geometry of the access, visibility, car parking and turn on site. The LPA refused the application.

The revised application demonstrates that the proposed access does not obstruct the existing traffic calming feature. The applicant should be aware that the access works would be subject to a licence from the WSCC Area Engineer and must be constructed to a specification agreed with them. The plans do not demonstrate the existing street furniture, including the existing street lighting column or telegraph pole. The telegraph pole, and potentially the street lighting column also, would require relocation as result of the application. These relocation works would need to be undertaken at the expense of the applicant. It is the responsibility of the applicant to liaise with the necessary parties to organise the moving of the street lighting / telecommunications pole. The pole will need to be relocated at least 1.5m from the location of the top of the ramped kerb of the proposed crossover.

A visibility splay plan has been provided, which appears to demonstrate sufficient visibility of 2.4m x 120m at the proposed access, in accordance with the anticipated road speeds in this location.

Three parking spaces are proposed on site for the three bedroom dwelling. This is considered sufficient provision for a dwelling of this size and location. The proposed plans demonstrate that vehicles can turn on site and exit in a forward gear.

The site is located within an existing residential area, within proximity to bus stops. Cycling is a viable option within the vicinity, and details of secure and covered cycle storage can be secured via condition.

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 and informatives should be applied:

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled Proposed Site Layout and numbered 195/2025/2.

Reason: In the interests of road safety.

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of 2.4 metres by 120 metres have been provided at the proposed site vehicular access onto Mill Straight in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

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.

Informatives

Street lighting / Telecommunications pole relocation

The applicant is advised to contact the operator of the street lighting / telecommunications pole to organise the moving/relocation works.

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-network-permits-and-licences/highway-licences/west-sussex-county-council-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways/>

Nicola Elliott
West Sussex County Council – Planning Services