WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Meg Bayliss
FROM:	WSCC – Highways Authority
DATE:	17 April 2025
LOCATION:	18 Manor Road Steyning BN44 3TJ
SUBJECT:	DC/25/0408 Part retrospective application for the erection of a single storey rear extension, a single storey side extension, front canopy roof and first floor partial infill of terrace. (Amended plan received on 17th April 2025).
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
The proposal seeks to erect a single storey rear extension, single storey side extension, front canopy roof and a first-floor partial infill of terrace at 18 Manor Road Steyning.

Access
Manor Road is a residential D class road subject to 30mph speed restrictions. There are no proposed changes to the existing point of access to the site. 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 Manor Road. There is no evidence to suggest that the access is operating unsafely, or that the proposed would exacerbate an existing safety concern.

Parking
The existing dwelling contains three bedrooms, the proposal seeks to increase the scale of these rooms, however does not seek to introduce additional bedrooms to the property. Therefore, on this basis, it is considered that there would be no intensification of use and subsequently no additional demand for parking allocation at the site. For guidance, a parking provision of a minimum of 3 vehicular parking spaces would be required to serve this property. From observation of the plans submitted and by measuring off the frontage area, there appears space within the site to facilitate this. Any overspill parking generated because of this proposal would likely be accommodated for within the existing on street parking provision. This appears a current practise along Manor Road, and operates with no known highway's safety or capacity concerns.

The garage as shown within the plan measures approx. 3.4m x 4.8m. This figure is substandard when compared against WSCC guidance for a single garage space. WSCC guidance outlines that a single garage should measure 3m x 6m to accommodate an

average sized vehicle. The current garage is also substandard in dimensions, at 2.3m x 5.1m. The proposed garage space would however be sufficient to act as a secure and covered bicycle storage provision. The LHA advise that cycle parking is secured alongside any permission of this proposal, to support sustainable transport opportunities.

A turn on site may not always be achievable, although this is generally preferred, the LHA consider the presence of several accesses along Manor Road, operating on a similar access arrangement; There are no known safety concerns with this practise. Manor Road as a low speed residential road offers good forward visibility for road users to anticipate and react accordingly to any vehicle manoeuvring the adjoining residential access.

Conclusion

The Local Highway Authority does not consider that the 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 Local Planning Authority is minded to grant planning consent 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