

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Bethan Tinning
FROM:	WSCC – Highways Authority
DATE:	2 April 2026
LOCATION:	Land North Of West Wantley Barn Fryern Road Storrington West Sussex RH20 4BJ
SUBJECT:	DC/26/0357 Conversion, change of use and alterations and extensions to existing building to form 1no. detached self-build dwelling and associated works.
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 conversion, change of use and alterations and extensions to existing building to form 1no. detached self-build dwelling and associated works. The site is located off Fryern Road, a C-classified road subject to national speed limit in this location.

The application is made in the alternative to application reference DC/25/0434 which granted Prior Approval for the change of use of the host building into a detached dwelling. The LHA was consulted on DC/25/0434 and raised no highway safety concerns.

No alterations to the existing site access are proposed. Visibility at the access onto Fryern Road appears sufficient in this location. The plans indicate that two parking spaces will be provided on site for the proposed dwelling. The WSCC car parking demand calculator would anticipate that three parking spaces would be required for a dwelling of this size and location. There appears to be space on site to accommodate a third parking space, however this would remove the ability for vehicles to turn on site. Nevertheless, it is anticipated that vehicles would be able to turn within the private access lane to exit onto the public highway in a forward gear.

The site is rurally located, and as such, residents of the proposed dwelling are likely to be reliant upon the private car in this location. 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 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.

Nicola Elliott
West Sussex County Council – Planning Services