

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sam Nye
FROM:	WSCC – Highways Authority
DATE:	16 September 2026
LOCATION:	14 Trafalgar Road, Horsham, RH12 2QB
SUBJECT:	DC/26/1256 Change of Use from commercial (Class E) to 2-bedroom dwellinghouse (with retention of ground floor frontage commercial unit).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

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

The proposal is for change of use of first floor and part ground floor from E class commercial to C3 residential use. This would result in an additional 2-bedroom dwelling. The site is accessed Trafalgar Road which is a D classified road subject to a 30mph speed restriction in this location.

The application form outlines there is a parking space associated with this property; however, this is not shown within the associated plans. The site benefits from an existing dropped kerb frontage leading to a shallow tarmacked frontage area.

From the evidence available to WSCC there is insufficient space for a vehicle to park perpendicular to the property on its frontage without overhanging on to the footway. Parking immediately in front of the property would have to be in a parallel arrangement and may not be suitable/achievable for all users. It appears that this is an existing practise at the property, although it is unclear if this provision would in future serve the retail use or the residential use.

The applicant is reminded that it is an offense to obstruct the free flow of movement along the publicly maintained highway and could be dealt with as an offence under Section 22 of the Road Traffic Act 1988 – (leaving vehicles in a dangerous position on the road including verge) and Section 137 Highways Act 1980 (wilful obstruction of the free passage along a highway.) Both acts are enforceable by Sussex Police. The use of this parking area should also not prevent means of emergency access or egress to the properties and therefore should not occur in front of the access points to the properties.

The WSCC Parking Demand Calculator has outlined that for a residential development of this size in this location that two vehicular parking spaces would be required. On-street parking is in place along Junction Road and there are parking restrictions in the form of double yellow lines around key locations on the network to ensure highway safety. The Local Highway Authority (LHA) is unaware of any existing parking capacity concerns within this location, The Local Planning Authority may wish to consider the proposal from an amenity perspective, however.

Furthermore, The LHA must consider the sustainable location of the site with street lit footway links, amenities and bus stops within walking distance. The applicant should consider including a secure and covered cycle storage within the proposals- a suitably worded condition is advised below.

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 (in line with TR6 paragraph 4) and that there are no transport grounds to resist the proposal.

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 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