

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Daniel Holmes
FROM:	WSCC – Highways Authority
DATE:	29 September 2026
LOCATION:	35 Churchill Avenue Horsham RH12 2JP
SUBJECT:	DC/26/1312 Subdividing of existing plot and erection of a two storey, three-bedroom dwelling. Demolition of garage and creation of vehicle access.
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.

History

The Local Highways Authority has previously been consulted on matters at this location under several applications:

- DC/25/1006- for the subdivision of the existing plot and erection of a two storey four-bedroom dwelling. The Local Highways Authority offered advice and requested additional information be sought regarding the proposed access works. Access plans at the time appeared to demonstrate additional areas of verge that do not currently exist on Churchill Avenue and therefore it was necessary to ascertain if the applicants' intent was to provide additional areas as part of the proposal. This proposal was refused however by the LPA on matters unrelated to Highways Safety, prior to the required additional information being provided.
- DC/25/1668- for the subdivision of the existing plot and erection of a two storey four-bedroom dwelling. The submitted plans addressed the previous concerns raised regarding the access plans and areas of proposed verge. The LHA raised no severe highways safety concerns to the proposal however the application was refused on matters unrelated to highway safety. The application later went to appeal and was subsequently dismissed.

The applicant has now submitted this most recent proposal which is a resubmission of the previous application with a reduction in scale and revised access and parking layout. The application also provides additional information to satisfy the previous reasons for refusal.

Summary

The proposal seeks for the subdivision of the existing plot at 35 Churchill Avenue and erection of a 3-bedroom dwelling. The application seeks also to provide 2 separate accesses, one to serve the host dwelling and one for the proposed. 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 within proximity of the site in Churchill Avenue. There is no evidence to suggest that the junction is operating unsafely, or that the proposed change of use would exacerbate an existing safety concern.

Access

The site is located on Churchill Avenue, a D Classified Road subject to 30mph speed restrictions at this point. Churchill Avenue is a residential cul-de-sac, and the property is located at the top of the road fronting the existing turning head. Therefore, at the point of access onto the highway, actual road speeds are anticipated to be below the posted speed limit, the route is also served with on street parking. The site will be accessed via a new vehicular crossover onto Churchill Avenue; this proposal also seeks to provide an off-street parking provision for the host dwelling. This will remove an existing vehicle from parking on-street.

The addition of a single dwelling is not anticipated to result in a material increase in vehicle movements along Churchill Avenue.

Any new vehicular access onto publicly maintained highway is subject to a license obtainable from WSCC Highways Authority. No works can be commenced on the highway prior to the license being obtained. 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.

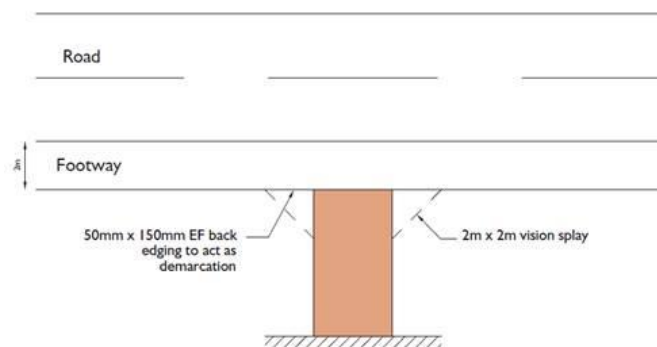
Details such as maximum access widths, frontage hardstanding depth, root protection areas and street furniture should also be considered. The applicant is encouraged to ensure that their access proposals align with WSCC guidance, WSCC Vehicular Cross Over: Application Criteria guidance, which can be found at the following link:

https://www.westsussex.gov.uk/media/20290/vco_guidance_notes.pdf

WSCC operates a policy whereby accesses must be positioned a minimum of 1.5m from any existing street furniture, the applicant will be required to relocate any street furniture within this proximity or revise the positioning of the proposed access.

Visibility

Given that the footway fronting the two properties leads to the nearby recreation ground, the LHA advise that a pedestrian visibility splay is conditioned alongside any permission of this proposal, to ensure vehicles maintain view of pedestrians making use of the footway whilst navigating the access. In relation to the pedestrian visibility there should be splays between a driver's viewpoint 2m back into the access and a distance measured along the back of the footway for 2m on each side of the viewpoint.



Parking (New property)

The proposed plans indicate that three parking spaces will be allocated to the new property. The external hardstanding appears sufficient to serve these vehicles. The WSCC car parking demand calculator outlines that two parking spaces would be a sufficient parking provision for a dwelling of this size within the Trafalgar ward.

Parking (Existing Property)

The proposed parking to serve the host dwelling appears sufficient to accommodate a single vehicle off the highway meeting minimum specifications of 2.4 x 4.8m as set out in Manual for Streets (MfS). This would be considered an overall improvement over the historic parking provision serving the property which does not meet minimum standards for garage size or hardstanding fronting the property. The WSCC parking demand calculator outlines that 2 parking spaces would be sufficient to serve a dwelling of this size in this location.

Cycle Parking

Secure and covered cycle parking has been demonstrated for the new dwelling within a designated cycle storage provision adjoining the property. The host dwelling is also awarded a secure and covered cycle parking provision in the rear garden. Should the LPA be minded to grant planning

permission for the proposal, secure and covered cycle parking is advised to be secured via planning condition.

Sustainability

The site is located within walking and cycling distance of several local shops and amenities. Local schools are also a short walk from the proposed development site. The nearest train station is Horsham to the east which is an approximate 6minute cycle from Churchill Avenue. Bus services operate nearby from Greenway, Merryfield Drive and Guildford Road which offer sustainable alternatives to the use of a car for some journeys to Horsham, Dorking and Pulborough.

Representations

I note concerns made by residents regarding existing on street parking provisions within Churchill Avenue. I can advise that matters pertaining to existing parking stresses are matters for the LPA to consider, as an amenity consideration. In terms of highways safety, there are measures in place at key locations on the highway network such as at the junctions with Greenway and Spencers Road which are awarded junction protection in the form of double yellow lines to prevent parking in unsafe locations on the publicly maintained highway. Furthermore, from looking at data provided by Sussex Police to WSCC, there have been no Highways Collisions or Personal injury claims recorded along the length of Churchill Avenue to flag an existing concern with this location.

The accesses to the properties are proposed within a turning head serving Churchill Avenue, this location is primarily for vehicles to perform a turn manoeuvre, vehicles such as emergency vehicles, delivery vehicles and refuse vehicles- to facilitate exiting Churchill Avenue again in a forward gear.

The Local Highways Authority, consider that in terms of activity and movement to the site, the proposal for a single additional dwelling would not materially alter the frequency or character of vehicular movements to the site and nor provide a severe material increase in on-street parking over that generated already by residents and visitors to the site. Therefore, we would not be able to raise a severe highways safety concern to the proposal.

The LPA may however wish to consider any amenity implications of additional on street parking at this location.

Other Matters

The LPA may wish to consider a condition to secure a construction management plan alongside any permission of this proposal, to ensure that deliveries and contractors' movements are considered and in the interests of highway safety and amenities of the area.

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

Conditions

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 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.

Pedestrian Visibility (details required)

No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2 metres have been provided either side of both proposed site vehicular access onto Churchill Avenue in accordance with plans and details to be submitted to and approved in writing by the Local Planning

Authority. These visibility splays shall thereafter be 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.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),

Reason: In the interests of highway safety and the amenities of the area.

INFORMATIVE NOTE

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:
<http://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways-licence/>

Jodie Wilkes
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