WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Meg Bayliss
FROM:	WSCC – Highways Authority
DATE:	18 November 2025
LOCATION:	The Bungalow Smithers Hill Lane Shipley West Sussex RH13 8PP
SUBJECT:	DC/25/1095 Demolition of existing dwelling and construction of a replacement dwelling with detached car port/store building. Alterations to existing vehicle access. Amended plans received.
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
This application is for the demolition of an existing two bed bungalow at The Bungalow, Smithers Hill Lane and erection of replacement three bed bungalow. The site is located on Smithers Hill Lane, a D class road subject to national speed restrictions.

Access and Visibility
The submitted plans indicate that the existing access will be retained with improvements made to the construction and visibility.

The applicant has outlined that the existing visibility splays meet 5m in both directions due to the overgrown hedgerow fronting the site. This is to be improved with the relocation of the existing frontage hedgerow to the north, and removal of the hedgerow fronting the dwelling to the south. The northern hedgerow is shown as being set-back in excess of 2.4m from the carriageway edge. It has been demonstrated that the relocation of this hedgerow will award the access with an improved splay of 2.4m x 42m Northbound and 2.4m x 60m Southbound. Although it does appear that the relocation of the hedge may result in slightly longer splay than that shown.

The proposals also seek to widen the access to 4.10m in width, this widened access point also assists in enabling visibility onto Smithers Hill Lane, as well as provides improved manoeuvring space for vehicles accessing/egressing the site.

The proposal to replace the existing dwelling is not anticipated to result in a material intensification of use of the point of access onto Smithers Hill Lane, over that which the existing dwelling could generate in its current format. Therefore, we would not anticipate that the proposals would result in a highway safety or capacity issue. The proposed dwelling although larger in scale includes a single additional bedroom over the existing, and therefore movements associated with its use would not be anticipated to significantly rise over the potential of the existing.

The Local Highway Authority is mindful that the access and property in its current format have been and could again operate as a single dwelling using the field access available. It is considered that

the proposals demonstrate a significant improvement over the existing. Currently the field style access is secured via a 5-bar gate, which would require incoming vehicles to park alongside the carriageway and be manually operated in order to gain access to the site. The newly proposed layout does not include a gated access and therefore facilitates the free flow of vehicle movement along Smithers Hill Lane without a static vehicular hazard in the carriageway.

The creation of/formalising of any new access within the publicly maintained highway boundary will require the applicant to enter into a Minor Works License, to carry out the off-site highway works. (See additional information below)

Pedestrian Access
It appears a new pedestrian path is to be created from the dwelling to the edge of carriageway at Smithers Hill Lane. I have consulted the WSCC Highway Boundary Team regarding the location of the publicly maintained highway at this point of Smithers Hill Lane. It is advised that there is an area of publicly maintained highway verge along the property frontage adjoining Smithers Hill Lane- which measures approx. 1m from the back edge of the carriageway.

This area of publicly maintained verge appears to have been included within the red edge of the applicants' property plan.

It is advised, that paving slabs as demonstrated within the proposed site plan would not be permitted within the publicly maintained highway as shown.
The preference of the LHA would be for any pedestrian path to be relocated to a position alongside the vehicular access, where there is an existing precedent of movements occurring. This would be a more noticeable location on the highway for other road users to anticipate emerging vehicles/pedestrians.

Licensing
Any new or altered 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.

The applicant is encouraged to ensure that their access proposals align with the 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

Parking
Parking has been offered to serve the dwelling with two uncovered spaces and a single covered car port space. The spaces shown adhere to the WSCC Minimum standard dimensions of 2.4m x 4.8m each. From consulting the WSCC Parking Demand Calculator, the proposed parking amount would be considered sufficient to serve the likely demand. It is anticipated that users would park within the hardstanding in such a format as to facilitate a turn on site manoeuvre.

Sustainability
The site is in an area that is remote from local facilities, however we are mindful of the nature of movements associated for such a use and while there would at times be a dependency on the use of a car, there are several footpaths and bridleways within proximity of the site, although not directly linking- that do link to other local areas.
The applicant has not outlined a direct intention to include cycle parking, although it is considered that this could be accommodated within the proposed store. The LPA may wish to consider whether this would be a reasonable request alongside this application.

Construction
The LPA should consider the inclusion of a Construction Management Plan due to the narrow carriageway width in this location and restricted space available within the site. A suitably worded condition has been included below.

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 are advised:

Conditions

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of 2.4 metres by 42 metres have been provided Northbound and 2.4 metres by 60 metres have been provided Southbound at the proposed site vehicular access onto Smithers Hill Lane 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

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

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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
West Sussex County Council – Planning Services