

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sam Nye
FROM:	Highways, WSCC
DATE:	17/08/2026
LOCATION:	The Royal Oak, Friday Street, Rusper, RH12 4QA
SUBJECT:	DC/26/1054 Construction of dwelling with car parking, vehicle access and landscaping.
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.

Summary and Context

WSCC in its role as Local Highway Authority (LHA) has been consulted on highway matters by the Local Planning Authority (LPA) for the proposed construction of a dwelling with car parking, vehicle access and landscaping. The site is located on Friday Street, a C-classified road subject to a speed restriction of 40 mph in this location.

The LHA was previously consulted regarding highway matters for this site for application DC/22/0355 (*Erection of a pair of two-storey semi-detached dwellings with garages*), of which no highway safety or capacity concerns were raised. The LPA refused the application on grounds unrelated to highways, and a subsequent appeal was dismissed.

Access and Visibility

Two new vehicle access points are proposed on Friday Street, to provide an in-out driveway arrangement. Any proposed vehicle access works will be subject to a licence obtained from WSCC and constructed to a specification agreed with a WSCC Highway Area Engineer. The applicant and LPA are advised that WSCC currently have a policy of not permitting second accesses, to maintain as much on-street parking as possible. I acknowledge the rural site location whereby this may not necessarily be as much of an issue, so further dialogue will be needed between WSCC and the applicant when applying for a licence. Though from experience of previous applications, applications for second accesses are generally refused licences. So, the applicant is advised to omit one of the proposed access points from the plans.

It is advised that maximum achievable visibility splays for the proposed access arrangement be provided, which intersect land only within the control of the applicant and/or within the Highway Boundary. The splays should be drawn from a 2m "X distance" from the edge of the highway at the access point and span to the nearside edge of the carriageway. In line with Manual for Streets (MfS) paragraph 7.7.7, which outlines that a minimum figure of 2m may be considered in some very lightly-trafficked and slow-speed situations, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered. These splays, once demonstrated, should be maintained to a height of below 0.6m in order to retain visibility along Friday Street.

Parking and Turning

Two off-street car parking spaces are proposed for this development. The WSCC Car Parking Demand Calculator indicates that a dwelling of this size and location would require three car parking spaces. From inspection of the plans, there does appear to be space for at least three car parking spaces to be accommodated within the site, with space for on-site turning to also be achievable.

Regarding cycles, the applicant has not provided details of cycle parking provision. Though the LHA acknowledges the rural location whereby cycling may not be a viable option for some residents. If the LPA believes cycle parking provision is justifiable for this application, the applicant should demonstrate this in the form of covered and lockable cycle storage.

Sustainability

The site is situated in a remote location with little in terms of facilities or services nearby. Ruspur is 2.2 miles away, offering a primary school, a shop, some services and buses to Ifield. Larger urban areas such as Crawley and Horsham are within 8 miles of the site. For this reason, it is likely that the private car will be the most likely choice of transport for the residents. Ultimately, it is the LPAs decision to consider aspects of sustainability/accessibility as part of their decision-making process.

Conclusion

In summary, 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 and informative should be applied:

Conditions

Car parking space (details required)

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use.

Visibility

Within six months of the implementation of the development, maximum visibility splays shall be provided at the site access onto Friday Street in accordance with a plan to be submitted to and approved by the planning authority. These splays shall thereafter be kept clear of all obstructions to visibility above a height of one metre above the adjoining road level.

Reason: In the interests of road safety.

Informative

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:

<https://www.westsussex.gov.uk/roads-and-travel/highway-network-permits-and-licences/highway-licences/west-sussex-county-council-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways/>

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