

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| <b>TO:</b>                 | Horsham District Council<br>FAO: Jacques Burrowes                                                                                 |
| <b>FROM:</b>               | WSCC – Highways Authority                                                                                                         |
| <b>DATE:</b>               | 27 August 2026                                                                                                                    |
| <b>LOCATION:</b>           | Land Adjacent To 1 Woodcot New Road,<br>Billingshurst, West Sussex, RH14 9DS                                                      |
| <b>SUBJECT:</b>            | DC/26/1138<br>Erection of a chalet style self-build dwelling with<br>associated access from New Road and<br>driveway/car parking. |
| <b>DATE OF SITE VISIT:</b> | n/a                                                                                                                               |
| <b>RECOMMENDATION:</b>     | Advice                                                                                                                            |

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

This proposal is for the erection of a chalet style self-build dwelling with associated access from New Road and driveway/car parking. The site is located on New Road, a C-classified road subject to national speed limit.

### Access

The site benefits from an existing vehicular access on New Road. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals one recorded collision within the vicinity of the site. However, this was not attributed to the use of the existing access. Therefore, there is no evidence to suggest the site access has been operating unsafely, or that its continued use would exacerbate an existing safety concern.

It should be noted that the proposed vehicular access gate is not set back to the minimum 5m as required by the LHA. The LHA would typically request that access gates are set back at least 5m, to allow a vehicle to pull in off the carriageway and wait whilst the gates are in operation. Although, the LHA would acknowledge that the road in this location is most likely low traffic and vehicles would be traveling at a lower speed due to the geometry of the road. Additionally, any obstruction of the public highway whilst the gates are operated would be considered to be temporary in nature and given the context of the road in this location, would not be anticipated to result in a highway safety concern.

As this application is for a single dwelling only, the LHA does not anticipate that the proposed development would give rise to a significant material intensification of movements to or from the site.

### Parking

The applicant proposes two car parking spaces for this development. The WSCC Car Parking Demand Calculator indicates that a dwelling of this size in this location would require at least three car parking spaces. However, from inspection of the plans there appears to be sufficient space to allow for three parking spaces and onsite turning.

No details have been provided regarding cycle parking. The LHA would request that secure cycle parking provision be provided in accordance with WSCC Parking Standards.

### Sustainability

The site is situated in a rural area that lacks access to immediate services, amenities, and public transport links. The nearest town is Billigshurst, approximately 3km south-west of the site. In addition, New Road lacks footways and street lighting – as such, residents may have a reliance on the private car. Cycling is an option for confident cyclists.

### 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 condition 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.

**Liz Corcoran**

**West Sussex County Council – Planning Services**