WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Hannah Darley
FROM:	Highways, WSCC
DATE:	04/04/2024
LOCATION:	48 Barrington Road, Horsham, RH13 5SN
SUBJECT:	DC/24/0376 Demolition of single storey rear extension. Erection of a single storey rear extension. Change of use from commercial unit into 2no ground floor apartments. Conversion of loft to increase size of existing apartment.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	£N/A

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

This application seeks the demolition of a single-storey rear extension and erection of a new single-storey rear extension, change of use from commercial unit to two ground floor apartments and conversion of loft to increase size of existing apartment. The site is located on Barrington Road, an unclassified road subject to a speed restriction of 30 mph.

The existing site frontage is shown to be closed off and replaced with a pedestrian courtyard. Given the existing dropped kerb will no longer be used to access off-street parking, the LHA would request that approval is sought for the formal closure of the access and the reinstatement of the kerb line, to increase available on-street parking provision in this location. These works would be subject to a licence obtained through the local Highway Area Office.

No off-street vehicular parking is proposed. The WSCC Car Parking Demand Calculator indicates that the proposed residential development would require four car parking spaces. Therefore, vehicular parking would have to be accommodated on-street. The LHA would not anticipate that the proposed nil car parking provision would give rise to a highway safety concern or parking capacity issue in this location – However, the LPA are advised to consider the potential impacts on on-street parking from an amenity point of view.

The site is situated in a sustainable location within walking/cycle distance of local services, amenities and public transport links. Residents need not necessarily rely on the private car for travel. Cycling is a viable option in the area, and the provision for storage of cycles has been demonstrated, which will help promote the use of sustainable transport methods.

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 115), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following condition and informative should be applied:

Condition
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.

Informative
Vehicle Crossover (Access Closure) – 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/

Kyran Schneider
West Sussex County Council – Planning Services