

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Hannah Darley
FROM:	Highways, WSCC
DATE:	09/03/2026
LOCATION:	23 Broadwood Close, Horsham, RH12 4JY
SUBJECT:	DC/26/0094 Demolition of existing single story side extension. Erection of a two storey dwelling to end of terrace.
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.

WSCC in its role as Local Highway Authority (LHA) has been consulted on highway matters by the Local Planning Authority (LPA) for the proposed demolition of an existing single-storey side extension and erection of a two-storey dwelling to end of terrace. The site is located on Broadwood Close, an unclassified road subject to a speed restriction of 30 mph.

For context, the LHA was previously consulted regarding highway matters for this site for application DC/21/0660 (*Demolition of existing single story side extension and erection of a two storey dwelling*), of which no highway safety or capacity concerns were raised. The LPA refused the application on grounds unrelated to highways.

The current application appears not too dissimilar from the previously refused application at this site. No vehicle access is proposed, whilst pedestrian access will be achieved via the existing footway fronting the terrace. The LHA would not anticipate that the addition of a single dwelling would give rise to a significant material intensification of movements on the local highway network.

No vehicular parking is proposed as part of this development and as such, vehicle parking would have to be accommodated on-street. Under WSCC Parking Standards, the LHA would expect two car parking spaces to be provided for a dwelling of this size and location. The LHA does not anticipate that a nil car parking provision would result in a highway safety concern, but the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

I do note that the applicant has submitted a parking survey to support this aspect of the application. The LHA would advise that parking surveys should typically follow the Lambeth Parking Survey Methodology – this being two overnight surveys taking into account all roads within 200m of the application site. But nevertheless, the data provided does offer a snapshot of typical parking conditions for Broadwood Close, including in the late evening which would be considered near-peak time for on-street parking. The data does suggest there is capacity to accommodate the anticipated demand, and whilst the data may be slightly lacking in robustness, I am minded to accept that there is sufficient capacity for a single residential dwelling.

The site is situated in a location considered sustainable, being within walking/cycle distance of local services, amenities and public transport connections. Cycling is a viable option in

the area, and the LHA would request that secure cycle parking provision be provided, to promote 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 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:

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.

Kyran Schneider
West Sussex County Council – Planning Services