WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Marie Riggs
FROM:	WSCC – Highways Authority
DATE:	22 May 2024
LOCATION:	22 Friday Street, Warnham, RH12 3QX
SUBJECT:	DC/24/0675 Erection of a single storey front and side extension. Replacement of rear dormer window with two conservation type dormers. Alterations to existing fenestration and replacement of garage door with window and door. Width enlargement of driveway.
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.

This proposal is for the erection of a single storey front and side extension. Including the replacement of garage door with window and door and width enlargement of driveway. The site is located on Friday Street, an unclassified road subject to a speed restriction of 30 mph.

The applicant proposes widening the existing Vehicle Crossover (VCO) on to Friday Street to just under 6.4m. The applicant should note that the maximum permitted width for a VCO is 6.4m. The proposed access works will be subject to a licence obtained through the local Highway Area Office and constructed to a specification agreed with the local Highway Area Engineer.

Due to the siting of the proposed side extension, access to the existing garage will be lost. It should be noted that the existing garage does not meet the minimum internal specifications for single-bay garages of 3m x 6m as outlined in Manual for Streets (MfS). Therefore, the LHA would not consider the existing garage for parking provision, as it is likely too small to accommodate modern sized cars. It is not unreasonable for the LHA to assume the garage could be being used for other purposes, such as storage. As such, no concerns would be raised regarding loss of existing parking provision.

The applicant proposes two car parking spaces on the widened driveway. The WSCC Car Parking Demand Calculator indicates that a dwelling of this size in this location would require at least three car parking spaces. Therefore, any overspill parking would need to be accommodated on-street, as per the likely existing arrangement.

From inspection of the plans, the proposed parking bays are suitably sized. On-site turning does not appear achievable, so cars may have to exit the site in reverse gear. However, this is not anticipated to give rise to an adverse highway safety impact, owing to good forward visibility in this location. Neighbouring properties operate similar access arrangements with no known highway safety concerns.

Regarding cycle parking, the applicant will use the existing garage as a cycle store, which will provide secure cycle parking provision in accordance with WSCC Parking Standards.

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 conditions and informative should be applied:

Conditions

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.

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:
http://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways-licence/

Liz Corcoran
West Sussex County Council – Planning Services