

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Hamish Evans
FROM:	WSSC – Highways Authority
DATE:	6 February 2025
LOCATION:	Gilridge Brighton Road Handcross Haywards Heath West Sussex RH17 6BZ
SUBJECT:	DM/25/0193 Modification of existing chalet bungalow, demolition of outbuildings. Erection of a 3 bed detached bungalow to include associated parking spaces and a new access 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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

West Sussex County Council was consulted previously on Highway Matters for this location under planning application no DM/0445/24 which sought for demolition of existing chalet bungalow and outbuildings. Erection of a pair of 3 bed semi-detached dwellings and a pair of 2 bed semi-detached dwellings to include associated parking spaces and a new access driveway.

This proposal is now for the modification of existing chalet bungalow and demolition of outbuildings, erection of a 3bed detached bungalow to include associated parking spaces and a new access driveway with access via Brighton Road. The site will result in 2x 3-bedroom dwellings.

Overall, the development represents a reduction in scale (1x dwelling) over that previously commented upon by the LHA under DM/0445/24. Therefore the LHA would raise no highways safety or capacity concerns to the proposal.

Vehicular Access

The site will be accessed via Brighton Road which is a B-classified road subject to 30mph speed restrictions in this location. The proposal will utilise a similar access arrangement to that commented upon under DM/0445/24.

The applicant has provided visibility splays at the site access. As before, the splays are not shown to their full extent on the plans provided and appear to intersect third party land. The LHA has independently measured the sightlines using local mapping and the splays are slightly reduced. Manual for Streets standards are applied to a road of this context as a 30mph route, Manual for Streets 2 advises that unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem (10.5.9).

Good forward visibility is achievable along the length of Brighton Road, which allows oncoming vehicles to anticipate an emerging vehicle at the access point. Combined with this is the presence of on street parking along the eastern side of Brighton Road which may at times also seek to assist in reducing road speeds and improve stopping distances of oncoming vehicles. Vehicles approaching from the south would be anticipated to be proceeding more cautiously due to the oncoming Junction to the North with B2114.

The LHA considers the number and nature of anticipated movements that would be associated with a development of this size would be an overall reduction to that of the extant approval for 3 dwellings.

This access is an existing established access point on a street scene where frontage accesses are common. From observation of mapping data supplied by Sussex Police, it appears that there have been no highways accidents or personal injury claims at this point on the highway over a 5-year period to flag an existing concern with its operation. Pedestrian visibility has been shown within the associated plans- this is considered acceptable and should be sealed alongside the approved site plan.

It appears that the applicant is proposing a bellmouth access arrangement, the LHA considers that this might not be required in the existing street context, and that a dropped kerb crossing may instead be required. The access crossing width as proposed exceeds the current maximum width for a VCO, the maximum is currently 6.4m. The VCO should be constructed in accordance with WSCC VCO specifications and will require a Minor Works License to carry out the works within the highway. This may require a revised access plan to be provided, therefore a condition securing this provision with plans to be provided prior to occupation has been included below.

The access route, as demonstrated on the revised plan, measures circa 4.3m initially for the first 7.3m into the site, this may be sufficient to allow two cars to safely pass one another at the point of access, should conflict occur. The access then narrows to 3.65m into the shared parking and turning area.

The Local Highway Authority (LHA) appreciates that a small rise in vehicle activities may occur; however, it is considered unlikely that any adverse impacts will result as a result this proposal onto the wider road network.

Parking and turning

Onsite parking provision of 5 spaces is proposed for this development. This meets the requirements as stipulated within the WSCC Parking Demand Calculator (PDC). The spaces measure the required 2.4 x 4.8m to serve an average sized vehicle.

Swept path diagrams have been provided to show turning for light goods vehicles and it appears that sufficient space is achievable for emergency vehicles, these turn on site manoeuvres appear workable.

Sustainability

It has been outlined that secure and covered cycle storage will be provided for the two dwellings to encourage sustainable transport methods. The LHA advise that this provision is secured via planning condition alongside any approval of this proposal.

To the north of the site, along B2114, bus services are in operation and provide a viable alternative to the use of a car. Scheduled stops include Crawley Bus Station, Royal Sussex Hospital and Old Steine. Although shops and amenities are available within Handcross, it is considered that there may be a slight reliance on private car or sustainable transport for travel to further shops and amenities.

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 this application, the following conditions and informative are advised.

Conditions

Access (details required, access provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety

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 proposed site layout plan 005, numbered 500 Rev B. 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.

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

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. Additional information about the licence application process can be found at the following web page:

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

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

Jodie Wilkes

West Sussex County Council – Planning Services