

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Bethan Tinning
FROM:	WSCC – Highways Authority
DATE:	3 October 2025
LOCATION:	Sir Roberts Farm Goose Green Lane Goose Green West Sussex RH20 2LW
SUBJECT:	DC/25/1394 Demolition of existing dwelling and erection of a replacement three-bed dwelling with a detached garage with associated access and change of use of land from paddock to incidental residential curtilage.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice / More Information

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

The LHA requests clarification of the application description, which as above, appears to refer to a single replacement dwelling. However, all submitted documents imply that in addition to a replacement dwelling, approval is sought for a second dwelling to replace 'The Workshop' (as alternative to approved DC/23/1549).

The LHA will provide comments based on the submitted application documents referring to two dwellings – the replacement of the existing dwelling known as 'The Cottage' and the demolition of 'The Workshop' (with permission for change of use to dwelling) and erection of dwelling to the north. The LPA is requested to clarify and re-consult if necessary.

The site is located on Goose Green Lane, a B-classified road subject to a speed limit of 60mph.

A site plan document has not been submitted, however, the Design and Access Statement provides a site plan which indicates that no alterations are proposed to the existing vehicular access arrangement. The proposed dwellings are not anticipated to give rise to a material intensification of use of the existing access point over the existing permitted use of the site.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposals would exacerbate an existing safety concern.

The site plan within the Design and Access Statement indicates that each dwelling will be provided with a sufficient sized parking and turning area and a three bay garage. The WSCC Guidance for parking at new developments sets out minimum specifications for garage parking spaces of 3 x 6m per garage space. Whilst the depth of the garage is 5.5m, the LHA would not raise concern to this due to the provision of a separate dedicated cycle storage area. However, it appears that the open bay garage space is only 2.5m in width and in practicality may be difficult for a vehicle to park and driver to exit the vehicle. Given

the additional space on each site for vehicles to park and turn, the LHA would not raise a highway safety concern, but the applicant may wish to consider widening the proposed open bay garage spaces.

The site is situated in a rural location that lacks access to nearby services and amenities. The nearest villages with such services are Thakeham and Ashington, both approximately 3km from the site. The nearby highway network is unlit and lacks footways – therefore, the LHA anticipates that residents may have a reliance on the private car. Cycling is an option for confident cyclists.

The applicant has provided a construction site set up plan to be considered at this stage, the Local Highways Authority advises that the plan shows wheel washing facilities, vehicle access and turning, materials storage and site welfare facilities. Given the scale of the development, it is considered that this would be a workable solution for use during the construction period.

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 conditions should be applied:

Car parking space

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved 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 the approved plan.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Nicola Elliott
West Sussex County Council – Planning Services