WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Meg Bayliss
FROM:	WSCC – Highways Authority
DATE:	23 July 2025
LOCATION:	Lower Lodge Cottage The Haven Billingshurst West Sussex RH14 9BE
SUBJECT:	DC/25/0892 Erection of a three-bay detached garage/carport. Erection of a link extension to the main house from existing garage. Installation of 2No. north facing dormers with associated internal alterations.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

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

The applicant is proposing to erect a three-bay garage/ car port and a link extension between the existing garage.

Access
The proposed is to be accessed via the existing access serving Lower Lodge Cottage which has functioned for some time with no known highways accidents or personal injury claims registered in the vicinity to flag an existing concern with the access or the layout of the highway at this point. South of the existing access there is a Vehicle Activated Sign within the publicly maintained highway verge, this reminds drivers of their speed as they are travelling north on The Haven.

The property is served via a long private access track, which is in part also maintained as a Public Right of Way, Footpath SLD/1367/1.

Parking
The existing garage spaces are considered substandard when compared to WSCC specifications for a double garage, garage spaces are required to measure 3m x 6m each to accommodate an average sized vehicle and allow space for cycle storage. Therefore, a double garage would be anticipated to measure 6m x 6m. The existing garage measures 5.3m x 4.8m

From observation of the proposed plans, it is unclear which of the bays are to be car ports and which are to be garage spaces with doors. As above, there are minimum dimensions for a garage space, similarly, car port spaces have a standard size of 2.4m x 4.8m.

The floorplans of the spaces provided appear to be slightly below standard in terms of depth and width for an enclosed garage style parking provision, therefore it is unclear whether the garages would be sufficient to serve an average size vehicle with space for cycle parking. However it is considered that the dimensions are marginally in excess of that currently available at the property and would therefore not represent a situation materially different to the existing. Ample parking space is available within the driveway for cars to park within the site which can accommodate any overspill parking and a turn on site appears achievable to allow vehicles to exit the site in a forward gear.

Although not clear from the description, the link extension may provide a new bedroom at the property within the first floor, rooms are not labelled on the existing property plan and therefore this cannot be confirmed to produce an existing parking demand. The parking demand of a property is generated by the number of bedrooms it contains and considerations of the local area. The WSCC parking demand calculator advises that a property of this size in this location would generate the requirement for three

parking spaces. There appears space within the property red edge for this to be accommodated and a turn on site is achievable prior to accessing onto the publicly maintained highway.

Capacity
The proposal is not anticipated to generate a material increase in vehicular trips to the site. Sustainable transport alternatives are not readily available within the vicinity of Lower Lodge Cottage therefore there is a reliance on the use of a car for transportation to shops and amenities; however, it is considered that this is the current practise for residents of Haven Road and there are no known capacity or congestion concerns in the vicinity of the site.

Conclusion
The Local Highway Authority does not consider that the 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.

The LPA may wish to consider a condition securing parking and cycle parking provisions within the site alongside any approval of this application.

Jodie Wilkes
West Sussex County Council – Planning Services