

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Marie Riggs
FROM:	WSCC – Highways Authority
DATE:	28 May 2026
LOCATION:	Brookside Cottage, Church Lane, Horsham, RH13 6LU
SUBJECT:	DC/26/0657 Erection of detached double garage with new highway access.
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.

Summary

The proposal is for the relocation of the existing access and construction of a two-bay garage at Brookside, Church Lane, Horsham. The application is supported with plans demonstrating achievable visibility splays from both existing and proposed accesses.

The site is accessed off Church Lane, a D classified road subject to national speed restrictions at this point. Visibility splays have been shown from both the existing and proposed access points.

Access/Visibility

The access works will need to be completed to a specification as agreed with the Local Area Highway Team. Any new vehicular access onto publicly maintained highway is subject to a license obtainable from WSCC Highways Authority. No works can be commenced on the highway prior to the license being obtained. 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.

The applicant is encouraged to ensure that their access proposals align with the WSCC guidance, *WSCC Vehicular Cross Over: Application Criteria*, which can be found at the following link: https://www.westsussex.gov.uk/media/20290/vco_guidance_notes.pdf

The existing access will be closed off and returned to match the existing street scene, as a second access has not been shown within the associated plans. The applicant should consult with the Local Area Highways team regarding this matter when applying for their license.

A suitably worded informative has been provided relating to this below.

The gated access does not appear to be set back a sufficient distance to enable a vehicle to wait wholly off the highway whilst a gate is operated. This would require a minimum of a 5m set back distance from the carriageway edge. Clearly there is insufficient space for this to be accommodated within the existing site layout. It is considered however that the requirement for a vehicle to wait within the highway for the gate to be operated would not be to such a frequency so as to cause a nuisance to other road users. Any electronic mechanisms associated with the gate should be positioned within the site and not overhang onto the publicly maintained highway. Gates should also only open inward within the site, as shown and not outward onto the publicly maintained highway.

Visibility splays have been drawn from a 2.4m X distance from the edge of the carriageway, as is ordinarily required. This however shows visibility splays intersecting a small portion of neighbouring property to the south. The LHA has considered the likely traffic flows along Church Lane and does not anticipate this being a highly trafficked route, furthermore it is considered that the likely speeds of vehicles along this single carriageway route would not be at the posted limit- as drivers would be anticipating other oncoming road users. It would be deemed therefore that, in this instance, a 2m X distance could instead be applied.

The result of a 2m X distance may require at times, an emerging vehicle to edge out onto the carriageway to gain full visibility, however, it is considered that this may already be a practise at the existing access point, given the road geometry.

I have independently measured the achievable visibility from both existing and proposed accesses, from a 2m set-back distance from the carriageway edge and it would appear that this results in the new access providing a slightly improved splay over that of the existing and furthermore does not intersect third party land.

The LHA must also consider that visibility works on a "see and be seen" basis, whereby an oncoming vehicle can also anticipate an emerging vehicle attempting to adjoin the highway and adjust their speed/course appropriately. It is considered, owing to the geometry and context of Church Lane, that forward visibility in this location would be as such that a manoeuvring vehicle could be seen by other vehicles navigating from both directions of the access.

On this basis, visibility is not anticipated to cause a severe highway safety concern.

Parking

Parking has been demonstrated for three vehicles within the site frontage; including a double bay garage. This figure is in line with the anticipated demand as set out within the WSCC Parking Demand Calculator. It appears from the submitted plans that there would be sufficient space for the vehicles to be accommodated and navigate within the driveway. A turn on site provision has been included within the north western corner of the site which enables vehicles to exit onto the highway in a forward gear.

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.

Access closure (Access Closure)

The new access shall not be used until such a time as the existing vehicular access onto Church Lane has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

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