

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Bethan Tinning
FROM:	Highways, WSCC
DATE:	06/02/2026
LOCATION:	Land To The South East Of Spring Gardens, Washington
SUBJECT:	DC/26/0035 Erection of 1 no detached two storey dwelling and associated landscaping. Relocation of existing stable.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	N/A

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

Summary and Context

WSCC in its role as Local Highway Authority (LHA) has been consulted on highway matters by the Local Planning Authority (LPA) for the proposed erection of a detached two-storey dwelling, associated landscaping and relocation of existing stable.

This site has some relevant application history:

- DC/25/1009 (*Retention of existing entrance and stable block together with reduced area of hardstanding (permeable) (Retrospective)*) – The LHA was a consultee for this application, raising no highway safety or capacity concerns. The LPA permitted the application.

Content

The existing vehicle access point on Spring Gardens will be utilised, with no alterations to this existing arrangement proposed. The LHA has previously assessed and approved the use of this access for previous applications at this site, and no concerns would be raised for its use for the current proposals.

The WSCC Car Parking Demand Calculator indicates that a dwelling of this size and location would require three car parking spaces. I would note that the proposed garage does not meet the minimum internal specifications for single-bay garages of 3m x 6m as outlined in Manual for Streets (MfS), so it would not be considered for car or cycle parking provision, given it may be too small to accommodate modern sized cars. However, there does appear to be sufficient space within the proposed drive to accommodate the anticipated parking demand.

From inspection of the plans, there appears to be suitable space to the rear of the site for the parking and turning of vehicles associated with the relocated stable use.

The site location lacks immediate services and amenities within the vicinity of the site. The nearest urban areas of note would be Ashington, approximately 1.5km to the north and Storrington, some 7.5km southwest by car. As such, residents may have a reliance on the private car for travel. The LPA may wish to secure cycle parking provision if they deem it appropriate to do so for this application.

Conclusion

In summary, 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.

Kyran Schneider
West Sussex County Council – Planning Services