

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Hannah Darley
FROM:	Highways, WSCC
DATE:	11/04/2025
LOCATION:	Crays Barn, Crays Lane, Goose Green, RH20 2LR
SUBJECT:	DC/25/0446 Demolition of 2no. agricultural buildings and the erection of 3no. dwellings.
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.

This application seeks the demolition of two agricultural buildings and erection of three residential dwellings. The site is located on Crays Lane, an unclassified rural road subject to national speed limit in this location.

Access and Visibility

The applicant proposes to utilise the existing vehicular access on Crays Lane. From inspection of WSCC mapping, there are no apparent visibility issues at the existing point of access onto the maintained highway. In addition, the LHA does not anticipate that this proposal would give rise to a significant material intensification of movements to or from the site.

It is noted that the private access lane connecting the dwellings to Crays Lane may be too narrow for two vehicles to pass one another. However, there is space close to the access for a vehicle to wait whilst an oncoming vehicle exits. Additionally, given the number of proposed dwellings, the LHA anticipates that the chances of conflict between two vehicles would be low.

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

Parking and Turning

The applicant proposes seven car parking spaces to serve this development. The WSCC Car Parking Demand Calculator indicates that a development of this size in this location would require at least eight car parking spaces. Therefore, any overspill parking would have to be accommodated elsewhere on-site. The LHA does not anticipate that the shortfall of one parking space would give rise to a highway safety concern. There appears to be space on-site to accommodate potential overspill parking.

From inspection of the plans, the proposed parking bays are of sufficient dimensions, in accordance with specifications set out in Manual for Streets (MfS) and on-site turning appears achievable.

The applicant has not demonstrated cycle parking provision. However, the Application Form states that six cycle spaces will be provided, in accordance with WSCC Parking Standards. The applicant should demonstrate this in the form of covered and lockable cycle storage.

Sustainability

The site is situated in a rural location that lacks access to nearby amenities and services. Additionally, the nearby road network is unlit and lacks footpaths. Therefore, the LHA anticipates that future residents would be reliant on the private car for most trips. Cycling is an option for experienced cyclists.

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.

If the LPA are minded to approve the application, the following conditions should be applied:

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 site 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 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.

Kyran Schneider
West Sussex County Council – Planning Services