



Highway Planning Ltd

Highways & Transportation Consultants

**NEW BARN FARM,
CAPEL ROAD,
RUSPER,
RH12 4PZ**

MR S LAMB

TRANSPORT STATEMENT

JULY 2026

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1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed by Mr Lamb to provide highway advice in respect of the development of New Barn Farm, Capel Road, Rusper.
- 1.2 The site has been the subject of previous Prior Notification consents for the conversion of agricultural buildings to dwellings. Pre-application discussions have taken place with the Council and the comments received have been considered in the preparation of the current proposals.
- 1.3 This report has been prepared in support of the development proposals described herein. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Highway Planning Ltd.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the south side of Capel Road and approximately 550m east of the junction of Capel Road and Friday Street. The site comprises a commercial equestrian business and 9 dwellings. The site has 2 accesses onto Capel Road.
- 2.2 Capel Road is a rural access road that links sporadic properties to the village of Rusper. In the vicinity of the site, Capel Road is subject to a 40mph speed limit and has a rural character with no footways or street



lighting. According to the Crashmap website, there has been no injury accidents in the vicinity of the site frontage within the past 10 years.

2.3 The site is approximately 2.1km from the centre of Rusper which is the nearest village. Rusper has a range of facilities that are typical for a small village.

- Bus stops for route 52
- 2 public houses
- Village hall
- Village store and Post Office

2.4 The advice in the NPPF regarding rural developments is set out in paragraphs 83 and 110. Paragraph 83 accepts the principle of rural housing developments and acknowledges that development in one village may support services in a village nearby. The same must apply to developments that are close to, but outside, small villages.

2.5 Paragraph 110 considers the transport implications of rural developments. It states,

“...opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.6 In 2018 an application (ref DC17/2835) was submitted for the conversion of the existing equestrian buildings to provide 11 dwellings and a corner shop. The highway authority did not raise any issues of accessibility at that time. The overall site benefits from Prior Determination consents for the conversion of various buildings to provide dwellings. The permitted development rights within the GPDO do not apply a test in relation to the sustainability of a location. This is on the basis that agricultural buildings will not be in village settlements and may not be able to rely on public



transport for their daily needs. The buildings on the site started out (generally) as agricultural buildings, some of which over time were converted to storage or equestrian uses. The fact that the site now comprises a number of dwellings reflects this policy approach and establishes the principle of residential use, notwithstanding the poor accessibility.

2.7 The proposals include a new footpath link to connect the southern boundary of the site to public footpath RUS-1492 which links into Rusper village. The new link will reduce the walking distance to the village from 2.17km (via Capel Road) to 1.5km via the public footpath.

2.8 The proposed development comprises the relocation of the equestrian use and the construction of 10 dwellings (5 x 2 bed, 2 x 4 bed and 3 x 5 bed).

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

3.1 The highway considerations for the proposed development relate to the following:

- Access arrangements
- Site specific issues

3.2 These issues will be considered in detail below.

Access arrangements

3.3 The site has 2 access points onto Capel Road. The eastern access is the primary access that serves the commercial equestrian use and the existing dwellings. Both accesses have wide bellmouths. Visibility at both accesses is restricted by frontage fencing and trees as follows,



Western access

To the east	2.4m x 43m
To the west	2.4m x 36m to the centreline of Capel Road

Eastern access

To the east	2.4m x 87m
To the west	2.4m x 60m to the centreline of Capel Road

- 3.4 The available visibility splays are shown on drawing 25.66 – 001.
- 3.5 The posted speed limit on Capel Road is 40mph and so the required visibility splays are 2.4m x 120m in both directions. As such, the available visibility is substandard but this has not resulted in any collision accidents within the past 10 years. Due to the lightly trafficked nature of Capel Road it is likely that the accesses will continue to operate safely.
- 3.6 The eastern access is gated with the gates set back 13.5m from the Capel Road carriageway. The width of the access between the gate posts is 5.2m. This layout allows any large vehicle to stand clear of the main road carriageway while the gates are being opened. The width between the gate posts will allow 2 vehicles to pass in the unlikely event that they should meet at this point.
- 3.7 There is no traffic data relating to the existing lawful uses on the site. The proposed 10 dwellings are likely to generate in the order of 4 to 6 traffic movements per dwelling per day and up to 1 traffic movement in each peak hour. The estimated traffic generation is therefore:

10 dwellings @ 1 peak hour trip	=	10 peak hour trips
10 dwellings @ 4-6 daily trips	=	40 – 60 daily trips



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- 3.8 This level of additional traffic activity will not result in a severe impact on the surrounding road network as per paragraph 116 of the NPPF. As part of its comments on the 2018 application for 11 dwellings, the highway authority was prepared to accept a small increase in traffic activity at the existing accesses.

Site Specific Issues

- 3.9 The proposed site layout shows each dwelling having open car parking spaces that will be allocated to each plot. The parking standards are set out in the WSCC document “*Guidance on Parking at New Developments*”. The parking standards are determined by accessibility zones and the site is located within Zone 1 (Horsham District). Table 2 in the Guidance stipulates that the following parking requirements should be provided:

2 beds	1.7 spaces
3 beds	2.2 spaces
4+ beds	2.7 spaces

- 3.10 Each plot will be provided with open parking spaces to comply with the standards.
- 3.11 The cycle parking standards are 1 space per 2 bed dwelling and 2 spaces per 3+ bed dwelling. These facilities can be secured via a suitable planning condition. In the same way, the provision of an EV charging point for each plot can also be secured.
- 3.12 In its pre-application response, the Council confirmed that refuse collection will be undertaken by the refuse vehicle entering the site and collecting from each dwelling. Drawing 26.55 – 002 shows the swept path of an 11.3m long refuse vehicle traversing through the site. As this



is the largest vehicle that will regularly attend the completed development, the Council can be content that the site layout will accommodate all other vehicles including delivery vehicles and fire appliances.

4.0 CONCLUSIONS

- 4.1 The site has been the subject of previous consents for the conversion of existing buildings to residential.
- 4.2 The site is close to facilities in Rusper village and the proposed footpath link will provide a safe and convenient pedestrian link.
- 4.3 The proposed development will comply with the required standards in respect of car and cycle parking.
- 4.4 Overall, there are no outstanding highway reasons for the development to be resisted.

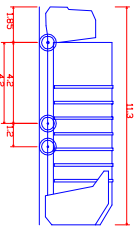
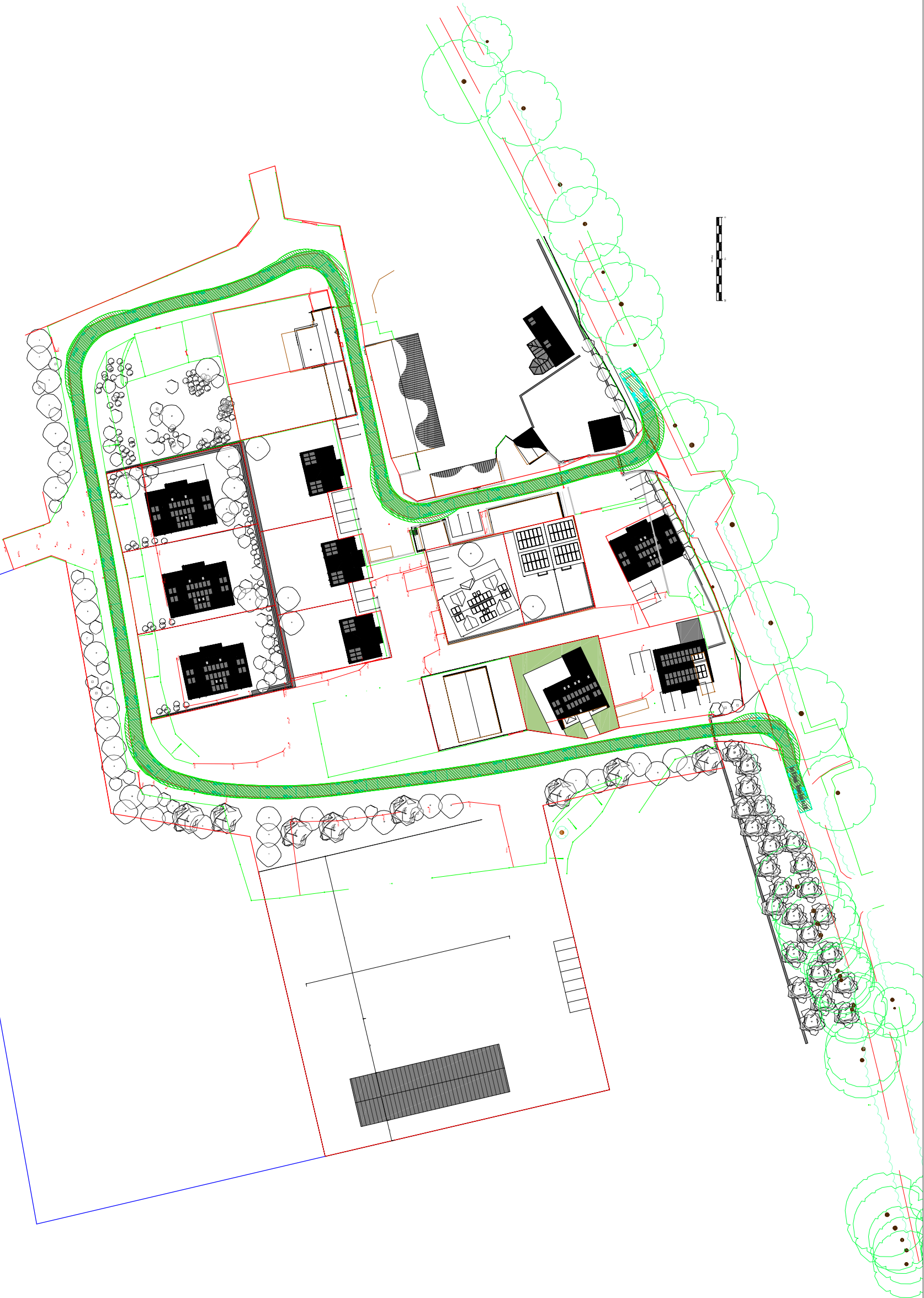


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**DRAWING Nos. 26.55 – 001
26.55 – 002**



Bury St Edmunds - Mercedes Ecopac 6 x 2 RS
Overall Length 11.300m
Overall Width 3.000m
Overall Height 3.000m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Kerb to Kerb Turning Radius 9.350m



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REV		AMENDMENTS		DRAWN	CHKD	DATE
Job Title		NEW BARN FARM, CAPEL ROAD, RUSPER				
Client		MR S LAMB				
Drawing Title		11.3m REFUSE VEHICLE SWEEP PATH				
Scale	Date	Designed	Drawn	Drawing No	Rev	
1:1000 @ A3	20 JULY 26	DFM	DFM	26.55 - 002		