

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Hannah Darley
FROM:	WSCC – Highways Authority
DATE:	2 February 2026
LOCATION:	Greenacres Saucelands Lane Shipley West Sussex RH13 8PU
SUBJECT:	DC/25/2131 Demolition of existing buildings. Erection of four barn style detached dwellings with associated garages utilising existing access together with landscaping.
DATE OF SITE VISIT:	Site known to officer
RECOMMENDATION:	Advice

History

This application seeks demolition of the existing B2/B8 buildings and erection of four barn style detached dwellings with associated garages. The proposal will use the existing access point with alterations to the makeup of the access geometry.

WSCC has been previously consulted on matters at this location under several applications:

- DC/25/0780 - Demolition of existing buildings. Erection of four barn style detached dwellings with associated garages utilising existing access together with landscaping. Additional information/ clarification was sought by the LHA- the application was however refused by the LPA prior to this being provided. Application refused on matters unrelated to Highway Safety.
- DC/20/0168 - Demolition of buildings and the erection of 4no. dwellings with associated parking and amenity space, with all matters reserved except for access. This application was refused by the LPA on matters unrelated to Highway Safety.
- DC/15/1894 - Outline application for the erection of 4 dwellings with all matters reserved except for access. This application was withdrawn by the applicant.

The LHA advises that the most recently submitted application has been based upon a similar approach to the above, and it would not be considered that the proposed redevelopment of the site would generate a severe impact on the Local Highway Network as a result.

Access and Parking

Saucelands Lane is a 'C' classified narrow rural lane subject to the national speed limit at the site access point. The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded collisions or personal injury claims at the existing point of access with the public highway, onto Saucelands Lane. There is no evidence to suggest that the access is operating unsafely, or that the proposed change of use would exacerbate an existing safety concern.

The Local Highways Authority visited the site last year shortly after the initial response was sent. The speeds observed were below the posted limit and it was noted that the geometry of Saucelands Lane appeared to assist in reducing vehicle speeds along its length. Visibility was also observed at the access point and traffic flows were not considered to be of high density.

The access will take on a new format as a 5m wide arrangement with 6m kerb radii. The bell mouth access works will require the applicant to enter into discussions with an engineer to obtain a S278 Agreement with the WSCC Implementation team. Please see informative note below.

Passing places are available within the access road to facilitate conflicting vehicles safely navigating in opposing directions. As this is a low-speed, low traffic route, there would not be any anticipated highways concerns with this practise.

The proposals are for 2 x 3 bed and 2 x 4 bed dwellings. WSCC Parking demand calculator outlines that 9 spaces would be sufficient overall to serve 4 dwellings in this location. Two parking spaces have been outlined as being provided to serve each dwelling. Garage spaces contribute 0.5 of a parking space towards the overall parking provision. Nevertheless, there appears sufficient space within each plot to accommodate the likely demand. Parking would not be anticipated to overspill into Saucelands Lane as a result of the proposal. Furthermore, there appears opportunities for vehicles to turn on site to allow egress onto Saucelands Lane in a forward gear.

Swept path tracking has been demonstrated for refuse and emergency vehicles and appears workable for the use.

Visibility

An Automatic Traffic Count/Speed Survey has been conducted at the site access, and the data outlined within the submitted Transport Report submitted by GTA Civils and Transport. Although the ATC was carried out during a month which is not considered a "neutral month" in line with DMRB guidance, this would not be anticipated to materially change the data which has been submitted- given the context of the site within Shipley.

The speed survey demonstrates that the 85th percentile speeds are 32.7mph northbound and 31.6mph southbound. The applicant has applied Manual for Streets for visibility splay requirements as the results are >40mph. The associated visibility plan demonstrates that 2.4m x 46m is achievable to the south and 2.4m x 49m is achievable to the north. These splays are considered acceptable when compared to the measured 85th percentile speeds.

Should planning consent be granted for this proposal, a suitably worded condition is advised to be secured against it outlining visibility splays to be maintained in perpetuity.

Trip Generation

The Transport Report contains a TRICs analysis which outlines the potential frequency of movements which could be generated by the site under the existing permitted B2/B8 use and compares this with the potential movements of the proposed 4 dwelling development.

The analysis has been made on the assumption that the B2 and B8 usage would have operated as a 50/50 even split within the site. Overall 615sqm, split to 308sqm each for B8 and B2 use. Although this approach does not demonstrate a worst-case scenario in terms of the potential trips the site could generate- the approach is considered acceptable. The findings reveal that the existing mixed use could generate 41 two-way daily weekday trips. This equates to 3x two-way vehicle trips in both the AM and PM peak hours.

The TRICs analysis for the residential use of 4 dwellings has outlined around 24 two-way daily weekday trips. This equates to 3x two-way vehicle trips in the AM peak and 2x two-way movements in the PM peak.

It has been demonstrated therefore that the proposed use would likely result in an overall reduction in vehicular movements associated with the site. Therefore, there would be no anticipated capacity concerns with this proposal.

Sustainability

The routes adjoining Greenacres to shops and amenities are largely rural roads which are unlit for significant lengths and typically subject to posted speed limits of above 40mph. These routes would not be considered to promote the use of more sustainable methods of travel such as walking or cycling. Cycle parking has been outlined as being provided in line with relevant Horsham and WSCC policies. Though confident cyclists may opt to make use of these roads and pedestrians have the opportunity to make use of adjoining public rights of way, residents of the proposed dwellings would inevitably still be reliant upon the use of a private car for the significant majority of daily trips.

The Highway Authority considers however that the proposed use would be less intensive than the existing use and will result in less vehicular movements being associated with the site. It would therefore be considered that there would not be a severe detrimental impact on the highway network as a result of this proposal.

Conclusion

The Local Highway Authority does not consider that the proposal for 4 dwellings 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 115), and that there are no transport grounds to resist the proposal.

Should planning consent be granted, the following conditions and informative are advised to be sealed alongside it.

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 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.

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of 2.4m x 46 metres to the south and 2.4m x 49 metres the north have been provided at the proposed site vehicular access onto Saucelands Lane, in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,

- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Informative Nots

Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Jodie Wilkes

West Sussex County Council – Planning Services