

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sam Nye
FROM:	Highways, WSCC
DATE:	19/05/2026
LOCATION:	Easteds Barn, Easteds Lane, Southwater, RH13 9DP
SUBJECT:	DC/26/0595 Removal of covered play area and erection of single storey classroom.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice

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

WSCC in its role as Local Highway Authority (LHA) has been consulted on highway matters by the Local Planning Authority (LPA) for the proposed removal of covered play area and erection of a single-storey classroom. The site is located on Easteds Lane, an unclassified road subject to a speed restriction of 30 mph. The proposals are supported by a Transport Technical Note (TN) prepared by Evoke Transport Planning Consultants Ltd.

The proposals seek the erection of a single-storey classroom providing approx. 22.64 sqm of Class E(f) floorspace. The classroom will allow for increased nursery capacity, with a proposed increase in pupil number capacity from 52 to 61 children (+9). In addition, the number of staff at the nursery will increase from 14 to 16 (+2). Given the proposals seek an increase in pupil and staff capacity, the LHA would request that the existing Travel Plan for the nursery be updated to reflect the proposed additional capacity. I include an advisory condition below.

In terms of trip generation, the TN has included data ascertained from the TRICS Database to demonstrate existing and proposed trip rates. The data provided indicates that the existing use could generate 118 two-way movements per day, with 29 movements in the AM peak and 31 in the PM peak. For the proposed development, based on a net increase of 9 pupils, the proposals could generate 138 two-way movements per day (+20), with 34 movements in the AM peak (+5) and 36 in the PM peak (+5). Based on these projections and considering the number of movements the site already generates as existing, the LHA would not consider the proposals to represent a significant material intensification of use.

Considering the above, I have reviewed collision data provided to WSCC from a period of the last five years, which reveals no recorded collisions within the vicinity of the site. Therefore, there is no evidence to suggest the existing access arrangement has been operating unsafely, or that the proposals would exacerbate an existing safety concern.

In terms of vehicle parking, the TN states that approximately 12-13 informal off-street car parking spaces are available for use at this site. The site is situated in an area considered sustainable, this being well accessible on foot, by cycle and by public transport, whereby staff and visitors need not necessarily rely on the private car. I can acknowledge the nature of this type of use whereby drop-off and pick-up times are usually staggered throughout the morning and afternoon (this being 07:30-09:00 for drop-off and 16:00-18:00 for this site), and vehicles are usually parked at the site temporarily for a short period of time.

Notwithstanding the above, I do note the written representations that refer to on-street parking along Cedar Drive. Cedar Drive does not benefit from parking restrictions in this location, and consequently there are no controls in place to limit staff/visitors from parking here. Again, I see no evidence to suggest that this is an unsafe practice, and the proposals would not be considered a significant material intensification over what the existing site currently generates. Consequently, I raise no highway safety concerns in regards to this aspect, but the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

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 condition should be applied:

Travel Plan Statement (to be approved)

No part of the development shall be first occupied until such time as a Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan Statement shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

Kyran Schneider
West Sussex County Council – Planning Services