

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sophie Moore
FROM:	WSCC – Highways Authority
DATE:	16 February 2026
LOCATION:	Sir Roberts Farm Goose Green Lane Goose Green West Sussex RH20 2LW
SUBJECT:	DC/26/0083 Demolition of existing building. Erection of a replacement barn style 4 bed dwelling, together with a detached garage and associated access. Change of use of land from paddock to residential curtilage.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on the above full application DC/26/0083 with regards to access, highway safety and capacity matters. The application is supported by a Covering Letter and associated plans.

Background and Site Context

The application site is located on the northern side of B2133 Goose Green Lane, in the village of Goose Green, Pulborough. The site was subject to few previous planning applications; the most recent one was under application ref: DC/23/1550 that was permitted for the change of use from storage to a one-bedroom residential dwelling house (Use Class C3). The current proposals are for demolition of existing garages and the erection of a replacement barn-style 4-bed residential dwelling (Class C3), together with a detached garage and associated access and parking.

Access and Visibility

The revised access proposes to utilise the southwestern access point from Goose Green Lane with a material improvement over the existing narrow track to the garages. Goose Green Lane near to site access is governed by 60 miles per hour speed restriction. WSCC maps have been checked and there appears to be no apparent visibility issues at the proposed access point. However, the grass verge fronting the site should be cut back to prevent obstruction to the visibility splays and kept free of all obstructions over a height of 0.6 metre in perpetuity.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no reported incidents of personal injury immediately near to the access. 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 Internal Layout

The proposed block plan demonstrates onsite parking provision with sufficient turning space within site curtilage to accommodate the required provision. The LHA do not consider there is highway safety concern given that there are comprehensive parking restrictions prohibiting vehicles from parking on maintained highway. The Highway Authority advise the provision of safe and secure cycle parking provision to encourage sustainable travel.

Trip Generation and Highway Impact

No detailed trip generation exercise has been demonstrated within the supporting document. However, given that there are existing trips associated with the existing usage, the trips anticipated with the change of use is not expected to cause a material impact on the operation of the local highway network.

Construction Site Plan

The applicant has provided a plan demonstrating site set up during construction and delivery of materials. The proposed site layout provides means for materials storage, vehicle turning and a welfare office for staff. Wheel washing facilities are proposed prior to the exit onto Goose Green Lane which prevents debris and mud being dragged onto the highway. This is considered acceptable in Highways terms.

Conclusion

The Highway Authority do 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 (NPPF), paragraphs 114 -117, as revised December 2024. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) mind to approve the application, the following conditions should be applied:

CONDITIONS

Visibility

No part of the development shall be first occupied until visibility splays are demonstrated in accordance with the posted speed limit. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre in perpetuity.

Reason: In the interests of road safety.

Vehicle Parking

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

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

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 LPA.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

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West Sussex County Council – Planning Services