

Technical Note:

Project:
Prepared by:
Date:

Transport Technical Note

Oakfield, Coolham Road, RH13 8QE
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08/06/2026



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1. Introduction

- 1.0 DIRMAK Transport Planning has been appointed to advise on highways and transport matters relating to development proposals at Oakfield, Coolham Road, RH13 8QE. The proposals seek planning permission for the demolition of existing buildings at the site and the erection of 3no. residential dwellings together with associated access, parking, turning and landscaping works.
- 1.1 The site is located within the administrative area of Horsham District Council (HDC), with West Sussex County Council (WSCC) acting as Local Highway Authority (LHA). The site lies on the western side of Coolham Road (B2139) within a rural environment characterised by dispersed residential and agricultural-style development.
- 1.2 This Technical Note (TN) has been prepared in the context of the site's relevant planning history, including the previous refusal of planning application DC/21/1584 for 4no. dwellings and the subsequent approval of Prior Approval application DC/23/2301 for the conversion of existing agricultural buildings to form 4no. residential dwellings.
- 1.3 The Prior Approval consent represents an extant and implementable fallback position and is therefore a material consideration in the assessment of the current proposals. As part of that process, WSCC Highways confirmed that there had been no recorded collisions within the vicinity of the access over the previous five-year period and that there was no evidence to suggest that the existing access arrangement was operating unsafely.
- 1.4 The current proposals comprise a reduced development quantum of 3no. dwellings when compared to both the previously refused scheme and the extant fallback position. The proposals would therefore be expected to result in a lower level of traffic generation and associated vehicular activity than the approved fallback scenario. Furthermore, the proposals continue to utilise the established existing access arrangement and do not seek the formation of any additional vehicular accesses onto Coolham Road.
- 1.5 The purpose of this TN is therefore to:
- Confirm that the proposals accord with relevant planning policy;
 - Review the site context and existing highway conditions;
 - Consider the relevant planning history and previous LHA comments;
 - Assess the proposed access, visibility, parking and turning arrangements;
 - Consider the likely transport implications of the proposals relative to the extant fallback position; and
 - Demonstrate that the proposals would not result in an unacceptable impact on highway safety or a severe residual cumulative impact on the operation of the highway network.

2. Policy Context

National Planning Policy Framework (NPPF)

- 2.0 The National Planning Policy Framework (NPPF) promotes sustainable development and sets out the Government's overarching transport policy objectives in relation to development proposals.
- 2.1 Paragraph 114 of the NPPF states that, in assessing specific applications for development, it should be ensured that:
- appropriate opportunities to promote sustainable transport modes can be taken up;
 - safe and suitable access to the site can be achieved for all users; and
 - any significant impacts from development on the transport network, in terms of capacity and congestion, or on highway safety, can be cost effectively mitigated to an acceptable degree.

- 2.2 Paragraph 115 confirms that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.
- 2.3 The NPPF therefore sets a relatively high policy threshold for refusal on transport grounds. In the context of a modest development comprising only 3no. dwellings, together with an extant fallback position for 4no. dwellings already benefiting from Prior Approval, it is not considered that the proposals would give rise to impacts that could reasonably be described as severe.
- 2.4 The NPPF also recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas. In rural locations, opportunities for travel by modes other than the private car are often more limited and this should be considered proportionately in the assessment of smaller-scale rural developments.

Horsham District Planning Framework (2015)

- 2.5 The Horsham District Planning Framework (HDPF) sets out the adopted planning policy framework for the District.
- 2.6 Policy 40 (Sustainable Transport) seeks to ensure development is located and designed to reduce reliance on the private car where possible, promote accessibility by sustainable transport modes and ensure development integrates appropriately with the surrounding transport network.
- 2.7 In applying Policy 40, it is important to consider the rural location and modest scale of the proposals. The development comprises only 3no. dwellings within an established rural context and would not generate a level of travel demand that would materially impact the operation of the transport network or undermine wider sustainability objectives.
- 2.8 Policy 41 (Parking) seeks to ensure that development provides an appropriate level of parking provision and safe vehicular access arrangements, whilst avoiding unacceptable impacts on highway safety and the surrounding road network.
- 2.9 The proposals continue to utilise an established vehicular access and provide appropriate on-site parking and turning provision. Furthermore, the proposals represent a reduction in development scale relative to the extant fallback position and would therefore be expected to result in a lower level of vehicular activity than the consented fallback scenario.
- 2.10 Overall, it is considered that the proposals accord with the objectives of both national and local transport policy and there are no highway or transport grounds upon which planning permission should reasonably be refused.

3. Baseline Conditions

- 3.0 The site is located to the west of Coolham Road (B2139), to the north of an existing cluster of residential and ancillary rural buildings. The surrounding area is predominantly rural in character, comprising a mixture of detached dwellings, agricultural land and sporadic built form associated with the wider countryside setting.
- 3.1 The location of the application site within the context of the surrounding highway network is illustrated in **Figure 1** below, whilst the existing site layout plan is contained within **Appendix A**.
- 3.2 The site currently benefits from an existing vehicular access onto Coolham Road, which serves the existing buildings and land associated with the site. Importantly, the proposals do not seek to introduce a new point of access onto the public highway network, but instead continue to utilise the existing access arrangement.
- 3.3 Coolham Road operates as a rural route subject to the national speed limit in the vicinity of the site. The carriageway generally comprises a single carriageway road with limited frontage development and characteristics typical of a rural B-class road within West Sussex.
- 3.4 Given the rural nature of the site location, travel by private vehicle forms the predominant and expected mode of travel for future residents. This is consistent with the prevailing character of the area and reflects the established travel characteristics associated with dispersed rural settlements.
- 3.5 Notwithstanding the above, the scale of development proposed is modest and limited to only 3no. dwellings. Consequently, the overall level of trip generation associated with the proposals would remain relatively low in transport terms and would not materially alter existing travel patterns or place significant additional demand on the surrounding highway network.

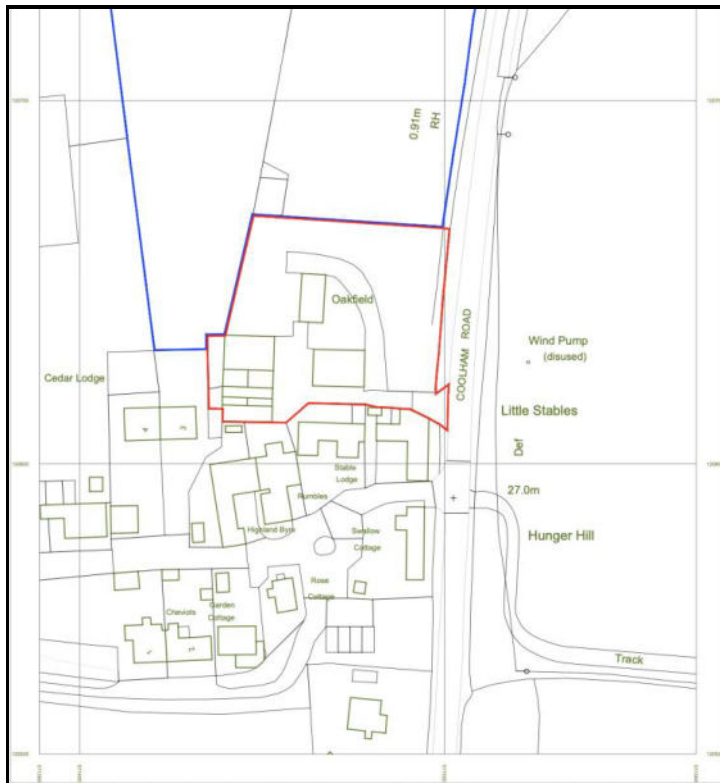


Figure 1: Site Location Plan (Source: Manorwood Planning Drawings)

Personal Injury Collisions

- 3.6 A review of Personal Injury Collision (PIC) data within the vicinity of the site access has identified that there have been no recorded collisions associated with the access arrangement over the latest available five-year period. This position is consistent with the consultation response issued by WSCC in relation to Prior Approval application DC/23/2301, where the LHA confirmed that "there have been no recorded collisions within the vicinity of the access" and that *"there is no evidence to suggest the existing access is operating unsafely."*
- 3.7 On this basis, there is no evidence of an existing highway safety concern associated with the access arrangement or local road geometry and it is therefore not considered that the proposed development would lead to or exacerbate highway safety issues.

4. Planning History and Highways Context

Previous Planning Application – DC/21/1584

- 4.0 Planning application DC/21/1584 sought permission for the erection of 4no. residential dwellings at the site. The application was refused in May 2022, with the transport-related reason for refusal stating:
- "It has not been demonstrated to the satisfaction of the Local Planning Authority that the proposed access arrangement would have an acceptable impact on highway safety, contrary to Policies 40 and 41 of the Horsham District Planning Framework (2015)."*
- 4.1 Whilst this application was ultimately refused, it is important to note that the Local Highway Authority's consultation response at that time principally sought further clarification and supporting information in relation to the access arrangements, rather than identifying any established pattern of highway safety concerns associated with the site access itself.
- 4.2 Importantly, the refusal reason did not identify any evidence of recorded personal injury collisions associated with the access arrangement, nor did it conclude that the development would result in a severe residual cumulative impact on the operation of the local highway network.

Prior Approval – DC/23/2301

- 4.3 Subsequent to the refusal of application DC/21/1584, Prior Approval application DC/23/2301 was approved in February 2024 for the change of use of agricultural buildings to form 4no. residential dwellings.
- 4.4 The Prior Approval establishes an extant and implementable fallback position for residential development at the site and is therefore a material consideration in the assessment of the current proposals.
- 4.5 As part of the Prior Approval process, WSCC reviewed the proposals and concluded that there had been no recorded collisions within the vicinity of the access over the previous five-year period and that there was *“no evidence to suggest the existing access is operating unsafely.”*
- 4.6 WSCC also acknowledged that the vehicle movements associated with the existing/agricultural use of the site would likely exceed, or be comparable to, those associated with the proposed residential use and raised no highway objection to the Prior Approval proposals.
- 4.7 The current application seeks 3no. dwellings and therefore represents a reduction in development quantum relative to the extant fallback position already approved at the site.
- 4.8 Accordingly, the current proposals would be expected to generate fewer vehicular trips and a lower level of vehicular activity than could already lawfully occur under the fallback position.
- 4.9 In transport planning terms, the fallback position therefore materially alters the assessment baseline associated with the site. The relevant comparison is therefore not solely against the historic lawful use of the site, but also against the extant residential fallback position for 4no. dwellings already accepted by WSCC in highway terms.

5. Development Proposals

- 5.0 The application proposals comprise the demolition of the existing buildings at the site and the redevelopment of the land to provide 3no. residential dwellings together with associated parking, turning, landscaping and access arrangements. The proposed site layout is provided in **Appendix B**, with an extract provided in **Figure 2**.



Figure 2: Proposed Site Layout (Source: Manorwood Planning Drawings)

- 5.1 Vehicular access would continue to be taken from the existing access point onto Coolham Road. The proposals therefore do not introduce any additional points of access onto the highway network and do not materially alter the existing junction arrangement in operational terms.
- 5.2 The internal layout has been designed to accommodate vehicle parking and turning within the site, enabling vehicles to enter and leave in a safe and controlled manner. The level of parking proposed is considered appropriate for the scale and nature of development proposed and reflects the rural characteristics of the site location.
- 5.3 Overall, the proposals represent a modest form of residential development which would integrate within the existing character of the area and continue to utilise the existing access arrangement already serving the site.

Access and Visibility

- 5.4 A visibility splay drawing has been prepared in support of the application, with the associated drawing prepared by Manorwood included in **Appendix C**. The drawing demonstrates that visibility is available in both directions from the site access when measured from a setback distance of 2.4m behind the nearside carriageway edge.
- 5.5 The submitted drawing confirms that visibility to the north exceeds required standards, with visibility in excess of approximately 359m available in this direction. Visibility to the south is shown as approximately 120m to the nearside carriageway edge and approximately 170m to the far carriageway edge.
- 5.6 The drawing further notes that the southern visibility constraint arises as a consequence of the existing highway alignment and geometry associated with Coolham Road and is therefore an existing characteristic of the local highway environment rather than a constraint created by the development proposals themselves.
- 5.7 It is acknowledged that WSCC Highways previously requested site-specific speed survey information under application DC/21/1584. However, this matter should be considered proportionately within the context of the current proposals and the wider planning position associated with the site.
- 5.8 The site benefits from an extant fallback position for 4no. residential dwellings under Prior Approval Ref. DC/23/2301 and the current proposals comprise fewer dwellings than both the refused scheme and the approved fallback position. Furthermore, the proposals continue to utilise an established existing access arrangement rather than introducing a new access onto the highway network.
- 5.9 The proposals would therefore be expected to result in a lower level of vehicular activity than the extant fallback position already capable of implementation. In practical terms, the development would generate a modest number of daily vehicle movements associated with only 3no. dwellings, with vehicle arrivals and departures distributed throughout the day rather than concentrated within peak periods.
- 5.10 Furthermore, there is no evidence to suggest that the existing access arrangement has resulted in an identifiable pattern of highway safety concerns or personal injury collisions. Whilst visibility standards are an important design consideration, the assessment of highway safety should also consider the established operational characteristics of the access, the modest scale of development proposed and the fallback position already accepted in highway terms.
- 5.11 In this regard, the proposals would not materially alter the existing operation of the access arrangement and would not be expected to give rise to an unacceptable impact on highway safety.

Proposed Parking Arrangements

- 5.12 A total of 6 vehicle parking spaces associated with the proposals is accommodated within the site in the form of carports (at a rate of 2 spaces per dwelling) together with appropriate turning provision. Provision for electric vehicle (EV) charging is also included as part of the proposals.
- 5.13 West Sussex County Council's Parking Demand Calculator was previously applied by the LHA as part of Prior Approval application DC/23/2301. In that instance, WSCC concluded that the approved 4no. dwelling scheme would require a minimum of eight parking spaces and confirmed that sufficient space existed within the site to accommodate this demand together with on-site turning provision.
- 5.14 The current proposals seek only 3no. dwellings and therefore represent a reduction in parking demand relative to the extant fallback position already approved at the site.
- 5.15 The level of parking proposed is therefore considered appropriate for the scale and nature of development proposed and accords with the expectations of WSCC parking guidance and HDPF Policy 41.

- 5.16 Appropriate levels of cycle parking are also proposed within each of the carports, with provision for three cycle parking spaces per dwelling.

6. Trip Generation and Impact

- 6.0 The proposed development would generate a modest level of daily vehicular activity commensurate with a small-scale residential scheme comprising only 3no. dwellings.
- 6.1 Typically, residential development of this scale would be expected to generate only a limited number of peak hour vehicle trips and would not materially affect the operation of the surrounding highway network.
- 6.2 Importantly, however, the relevant assessment comparison in this case is against the extant fallback position established under Prior Approval Ref. DC/23/2301, which already permits the development of 4no. dwellings at the site.
- 6.3 The current proposals therefore represent a reduction in residential quantum relative to the approved fallback position and would consequently be expected to generate fewer vehicular trips overall.
- 6.4 As such, the proposals would not result in a material worsening of traffic conditions or highway impacts relative to the consented fallback baseline position.
- 6.5 Having regard to the modest scale of development proposed, the established nature of the existing access arrangement and the extant fallback position already accepted in highway terms, the proposals would not result in an unacceptable impact on highway safety or a severe residual cumulative impact on the operation of the local highway network.

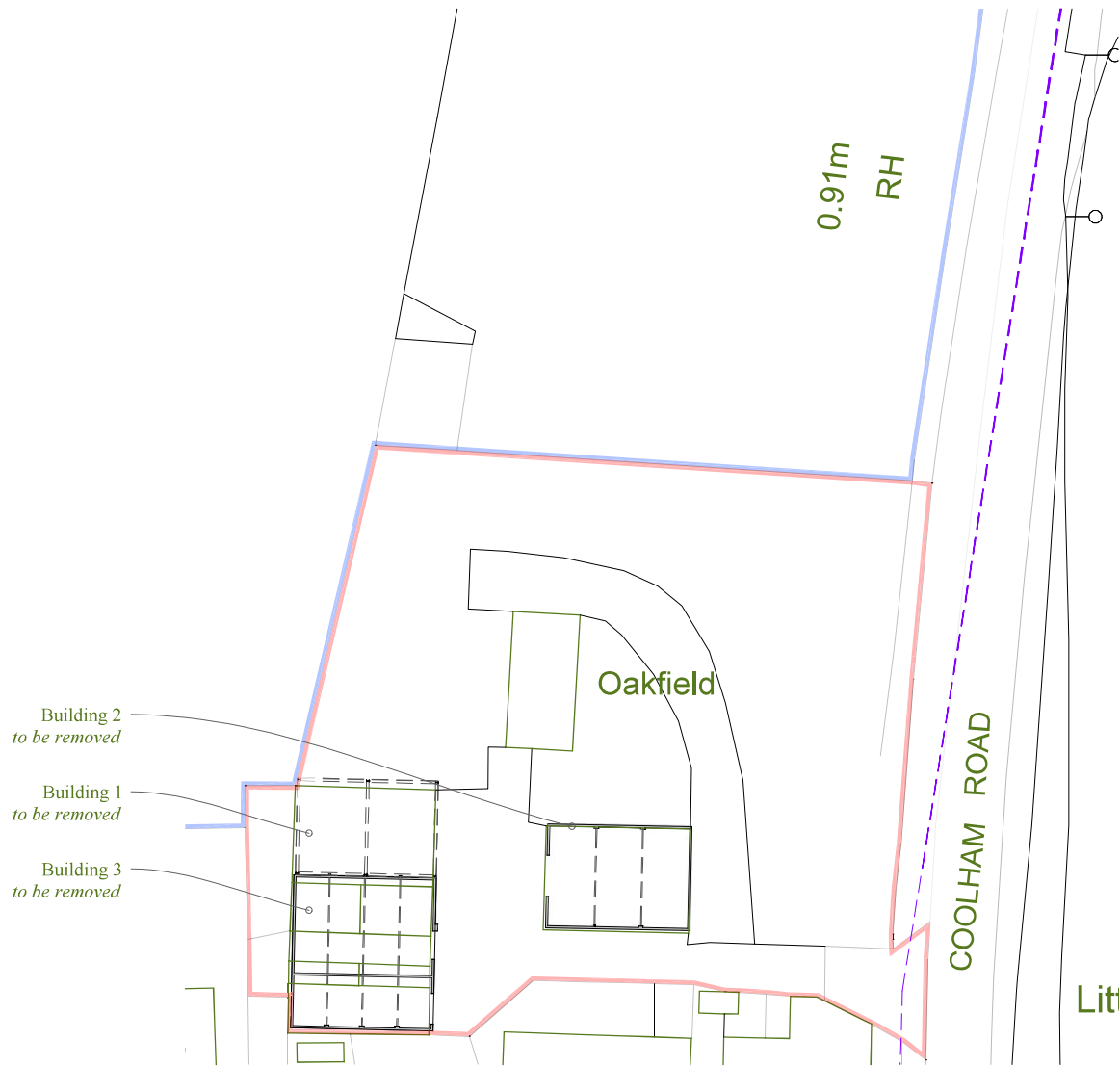
7. Summary and Conclusions

- 7.0 This TN has assessed the transport and highways implications associated with the proposed redevelopment of land at Oakfield, Coolham Road, Coolham.
- 7.1 The proposals seek permission for the demolition of existing buildings and the erection of 3no. residential dwellings together with associated parking, turning and landscaping arrangements, utilising the existing established vehicular access onto Coolham Road.
- 7.2 The site benefits from an extant Prior Approval consent under Ref. DC/23/2301 for the formation of 4no. residential dwellings, which represents a realistic and implementable fallback position and a material consideration in the assessment of the current proposals.
- 7.3 Importantly, WSCC Highways previously confirmed as part of the Prior Approval process that:
- There had been no recorded collisions within the vicinity of the access over the previous five-year period;
 - There was no evidence to suggest the existing access arrangement operates unsafely; and
 - The Prior Approval proposals were acceptable in highway terms.
- 7.4 The current proposals represent a reduction in development quantum relative to the extant fallback position already approved at the site and would therefore be expected to generate fewer vehicular trips and a lower level of vehicular activity overall.
- 7.5 The proposals would continue to utilise the existing access arrangement serving the site and do not seek the formation of additional vehicular accesses onto Coolham Road.
- 7.6 In transport planning terms, the proposals would not materially alter the existing operation of the access arrangement beyond the level already accepted under the extant fallback position.
- 7.7 Furthermore, there is no evidence of an existing pattern of highway safety concerns associated with the site access and no evidence to suggest the proposals would give rise to an unacceptable impact on highway safety or a severe residual cumulative impact on the operation of the local highway network.
- 7.8 This conclusion is supported in the context of:
- The modest scale of development proposed;
 - The existing nature of the access arrangement;

- The extant fallback position for 4no. dwellings;
- The reduction in development quantum and associated traffic generation; and
- The conclusions previously reached by WSCC in relation to the operation of the access.

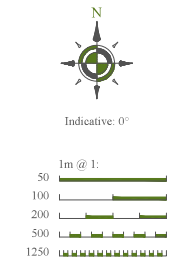
7.9 Accordingly, the proposals are considered to accord with the requirements of the National Planning Policy Framework together with Policies 40 and 41 of the Horsham District Planning Framework and there are no highway or transport grounds upon which planning permission should reasonably be refused.

Appendix A – Existing Site Layout Plan



Block Plan
1:500 EXISTING

Address	
Oakfield, Coolham Road, Coolham, RH13 8QE	
Job No.	2601OA
Submission	PLANNING
Scale @ A3	1:500
Drawing No.	2601OA_001
Drawn By	MD
Checked By	BK
Drawn On	04.06.2026
Issued On	04.06.2026
Phase	Existing
Drawing	Block Plan
Revision No.	



Appendix B – Proposed Site Layout Plan



Existing trees
retained.
RPZs shown

Yard walls
Native hedging

New trees

Block Plan
1:200 | PROPOSED

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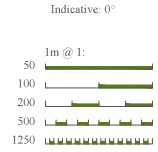
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building on tradition

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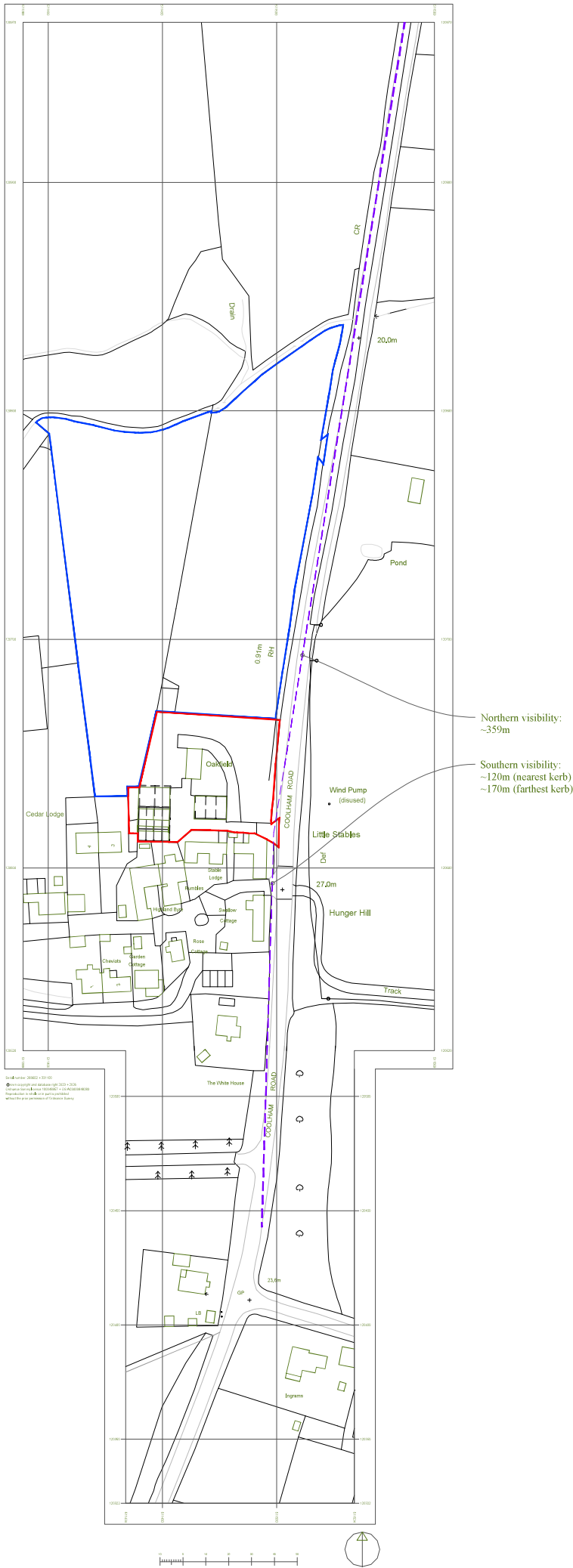
Address	
Oakfield, Coolham Road, Coolham, RH13 8QE	
Job No.	2601OA
Submission	PLANNING
Scale @ A3	1:200
Drawing No.	2601OA_002
Drawn By	MD
Checked By	BK
Drawn On	04.06.2026
Issued On	04.06.2026
Phase	Proposed
Drawing	Block Plan
Revision No.	



Appendix C – Site Access Visibility Splays

Visibility splay is measured from a setback distance of 2.4m behind the nearside edge of the carriageway. The access is existing and currently serves the site.

Ordnance Survey
Ukmapcentre.com



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Address
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Coolham, RH13 8QE

Job No. 26010A

Submission **PLANNING**

Scale @ A3 1:1250

Drawing No. 2601OA_000

Главный бу	МД
П. 1. МД	МД

Drawn On	04/06/2026
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Issued On 04.06.2026

Phase	Existing
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Drawing	Location Plan
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Revision No. _____

001	27.04.2020

Application Area: 3170 ml



indicative: 0°

