

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 02 February 2026 21:06:29 UTC+00:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/26/0010
Categories: Comments Received

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 02/02/2026 9:06 PM.

Application Summary

Address:	Land North of Girder Bridge, Gay Street Lane, North Heath RH20 2HW
Proposal:	Use of land for the stationing of 6 static caravans for residential purposes (to be occupied by Gypsies and Travellers) and associated landscape works.
Case Officer:	Shazia Penne

[Click for further information](#)

Customer Details

Address:	Bramfold Nutbourne Road Pulborough
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Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	<ul style="list-style-type: none">- Highway Access and Parking- Loss of General Amenity- Other- Overdevelopment- Privacy Light and Noise
Comments:	<p>The site is entirely inappropriate:</p> <p>1 The Design Manual for Roads and Bridges (DMRB), specifically guidelines that align with measured 85th percentile wet-weather</p>

speeds, rather than merely the speed limit. For rural roads (typically >40mph), the DMRB requires Stopping Sight Distance (SSD) to be used as the Y-distance (sightline length).

Key DMRB Rural Visibility Standards: X-Distance (Setback): Typically 2.4m to 4.5m. A 2.4m X-distance is allowed in many rural scenarios, but 4.5m is required for more complex, busy, or higher-speed junctions to account for the position of the driver.

Y-Distance (Sightline): Directly corresponds to the required Stopping Sight Distance (SSD) based on road speed.
Vertical Visibility: A clear view of an object between 0.26m and 2.0m height is required for speeds >60 km/h (approx. 37 mph).

Typical Rural Y-Distance Splays (Approximate)Based on DMRB, these are common required Y-distances for rural roads (measured along the near-side channel of the major road):

30 mph (48 kph): 43m to 90m (often uses MfS criteria, but DMRB if a major road).

40 mph (64 kph): ~90m to 120m (often considered the borderline between MfS and DMRB).

50 mph (80 kph): ~160m.

60 mph (96 kph - National Speed Limit): 215m is the standard rural 60mph requirement.

Note the requirement for a visibility splay of 215m, something that this site clearly cannot accommodate on such a sharp and blind bend, not even by a fraction of the required amount.

2 With reference to the above, the site would be expected to generate nearly 5000 vehicle movements/annum, per the National Office of Statistics data per household.

Quite apart from the nuisance to local residents caused by the significant rise in traffic, this would create a danger to all others, including those from Nutbourne and Gay St, using the road.

3 The proposal would lead to a grave intrusion into the privacy of the existing occupant adjacent the site, who has been in occupation since the 1950s and who has a legal human right, under the law, to the peaceful enjoyment of his property.

4 The access is via a public footpath. Vehicles are not permitted to drive over a public footpath unless there exists an easement. The applicants do not own the access and do not exercise control over the access. The existing easement, referenced in the HDC document, states that there exists such an easement but that is for the user of the existing dwelling - see 3 above - and not for some 5000 future journeys per annum.

Driving a vehicle on a public footpath is a criminal offence. An application would be required to change the

Designated Map which is most unlikely to succeed given the 2006 and 1998 laws restricting any further access by vehicles on a footpath.

5 The road alongside this site, the site itself and the uneven footpath regularly flood. In the event of an emergency, access would be substantially impaired for emergency vehicles. Because of flooding, a vast circuitous route would therefore be required, either via the rear of West Chiltington or via Broomers Hill. It will be noted that tar-macadamised and gravelled roads and surfaces raise run-off water.

6 The proposal contravenes the Assessment for Great Crested Newts, which must be undertaken between mid-March and July (not between July and October). The ponds close to the site, furthermore, have not been assessed.

7 Domination of the locality: the legal regulations require no domination of a locality; approval of this application would result in three traveller sites within 170m.

8 Over 70 train horns are sounded per day, at over 80 decibels, which exceeds the 70 decibel safe level and would be injurious to children.

9 The change of use to the land undermines the rural amenity of existing residents.

As is often the case, applications of this variety frequently set a target for the number of properties required. This number is then subjected to a multiple on the basis that the lower targeted number will eventually be granted. That may or may not be what is intended here.

Kind regards

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