

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Kate Turner
FROM:	WSCC – Highways Authority
DATE:	24 September 2025
LOCATION:	Land West of Parsons Field Stables Pickhurst Lane Pulborough West Sussex RH20 1DA
SUBJECT:	DC/25/1371 Use of land for the stationing of 2 static caravans for residential purposes and associated day rooms. Erection of stable buildings and formation of hardstanding (retrospective) Associated landscape works including planting of native hedges and removal of hardstanding (Retrospective)
DATE OF SITE VISIT:	April 2025 for DC/25/0317
RECOMMENDATION:	Advice

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

The proposal seeks retrospective permission for the continuous use of land for the stationing of 2 static caravans for residential purposes and associated day rooms with associated landscape works. The site is located on Pickhurst Lane, a D class road subject to national speed limit restrictions at this point.

The Local Highways Authority has been previously consulted on matters at this location under planning application DC/25/0317 which was for the same proposal. This application was refused for reasons unrelated to highways. The most recent submission seeks to address the previous reasons for refusal. In terms of Highways- the details now submitted have not materially altered over that previously submitted.

The Local Highways Authority (LHA) visited Land West of Parsons Field on Monday 7th April 2025. This was to assess the temporary site access works that had been carried out and the nature of the adjoining road network.

Site Visit

In April 2025 the Local Highways Authority carried out a site visit to Pickhurst Lane. It was noted at this time that the applicant had removed a large portion of the hedgerow fronting Pickhurst Lane to accommodate access to the field. The LHA had been made aware that the applicant intended to close the access to a narrower arrangement upon completion of the works. Details of the final access construction had not been provided at this time.

Whilst visiting the site it was noted that the route was lightly trafficked, with 4 vehicular movements within a 15minute period. The vehicular speeds were observed as being well below the posted speed limit as vehicles proceed cautiously along the Lane. It is anticipated that this is due to the narrow nature of Pickhurst Lane and presence of various residential and field accesses.

Access

The proposed access location has now been identified within the proposed site plans. Any new vehicular access onto publicly maintained highway is subject to a license obtainable from WSCC Highways Authority. No works can be commenced on the highway prior to the license being obtained. The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Please note that the maximum allowable width for a crossover is 6.4m. The applicant is encouraged to ensure that their access proposals align with the WSCC guidance, *WSCC Vehicular Cross Over: Application Criteria guidance*, which can be found at the following link:

https://www.westsussex.gov.uk/media/20290/vco_guidance_notes.pdf

The access will be subject to a minor works license to cover the surfacing works within the publicly maintained highway verge at this point. A suitably worded informative has been included below.

The Planning Statement outlines there is currently a gate at this access point, the plans do not however show a gated access will be present once the site has been completed.

Internal Access

From observation of the newly submitted plans, the internal site layout has been narrowed compared to that previously submitted, although there remain opportunities for a turn on site to be made.

As before, I do note that the red edge block plan shows a restricted access width to the northern most mobile home. The previous plan stipulated that all tracks will be a minimum of 4.8m in width however this now seems to not be the case. The access to the northern mobile home narrows to 1.75m and would require a specific manoeuvre to gain access to the individual driveway- with many vehicles not making access at all. There is also a gate positioned at this point which appears to extend beyond the red edge of the site boundary. The applicant may wish to consider revising the plan to accommodate suitable access to the mobile home or ensure that the land required is within their own control or ownership. The LPA may wish to consider this from an amenity perspective as the alternative would require vehicles to park on grass or within the internal access track. This may further provide difficulties for horseboxes or any associated feed delivery or maintenance vehicles.

Although the above may cause an amenity concern, the LHA considers that parking would not be likely to overspill into the highway as a result nor would there be an anticipated impact on the publicly maintained highway at this point.

Parking

Parking has been demonstrated at 2 spaces per unit; this is considered a suitable arrangement given the likely demand. Additional space exists within the site to accommodate overspill parking should it occur. Parking has not been included for the stables uses- it is assumed that these would remain private stables and not a commercial use and therefore not generate a severe material increase in visitors to the site.

Cycle parking has been shown within the plans provided, although this has not been demonstrated as being a secure and covered arrangement. The applicant is advised to include details of this provision which can be secured via planning condition.

Capacity

On balance, and on the basis that Pickhurst Lane at this point is lightly trafficked and with vehicle speeds below the posted speed limit; it is not anticipated that the proposed would have a severe cumulative impact on the publicly maintained highway at this point. As stated earlier in the report, the number of vehicular movements during the peak hours for this proposal is not anticipated to be high. Therefore, the access arrangements as proposed are unlikely to result in detrimental impact.

The addition of Stables would not be anticipated to give rise to a material increase in vehicular movements over that generated by the mobile homes, this is based on the stables being privately held.

Refuse collection

It is anticipated that refuse and recycling collection arrangements would be managed roadside, although Manual for Streets does state that residents should not have to travel over 30m to put bins out and collection vehicles should not have to travel in excess of 25m to collect/deposit bins. Refuse vehicles have not been shown as entering the site and tracking has not been provided to demonstrate that it would be achievable. The applicant is advised to contact the waste disposal authorities to ascertain whether the practise would be acceptable. This is however a matter of amenity for the Local Planning Authority (LPA) to consider.

Conclusion

The Local Highway Authority does not consider that the 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 Local Planning Authority is minded to grant planning consent the following condition and informative notes would be advised:

Conditions

Access (Details approved)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved site plans.

Reason: In the interests of road safety.

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

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 to be 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.

Informative

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:

https://www.westsussex.gov.uk/media/20290/vco_guidance_notes.pdf

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-network-permits-and-licences/highway-licences/west-sussex-county-council-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways/>

Jodie Wilkes

West Sussex County Council – Planning Services