

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Hannah Darley
FROM:	WSCC – Highways Authority
DATE:	26 September 2025
LOCATION:	Limeburners Caravan Site Lordings Road Newbridge West Sussex RH14 9JA
SUBJECT:	DC/25/1395 Siting of 24No. single-storey static homes for permanent year-round residential use (Use Class C3).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Summary

The proposal is for the siting of 24No. single-storey static homes for permanent year-round residential use (C3 use) at Limeburners Caravan Site, Lordings Road, Newbridge. The proposal site is an existing caravan site which is limited to seasonal use. The applicant proposes to use the existing access which has served the extant use for some time, with no proposed changes.

Access

No details have been provided relating to the available visibility from the existing access point. The applicant should provide details of achievable visibility onto Lordings Road. This should take into consideration too, the 60mph speed limit at this location. A road with a 60mph speed restriction will require Design Manual for Roads and Bridges (DMRB) standards to be applied to visibility splays and therefore should meet 2.4m x 215m in both directions.

It may be possible for a speed survey to be undertaken by the applicant to discover the 85th percentile speeds along this portion of Lordings Road, on both sides of the access. From the actual speeds, it may be possible that a reduced visibility splay would be required. The applicant should be made aware, actual road speeds may not always represent a lower speed and may therefore not support a lower visibility splay.

Any submitted visibility splays should intersect land only within the control of the applicant or within the publicly maintained highway. The splays will require future maintenance to below a height of 0.6m to ensure they are achievable in perpetuity for users of the access.

Swept path tracking should be provided to demonstrate that all types of vehicles required to enter the site are able to do. Furthermore, it should be demonstrated that they can safely navigate the internal access routes and are awarded the opportunity for a safe turn on site, to allow egress back onto Lordings Road in a forward gear.

The applicant outlines within the Planning Statement that, "All roads within the site will be of adoptable standard." Can the applicant please outline whether it is their intention to offer up these internal routes for adoption after completion.

Parking

WSCC Parking Demand Calculator outlines that for 14 2-bedroom dwellings and 10 3-bedroom dwellings, the unallocated parking requirement would be for 45 parking spaces, however; the total parking required if the design allocated used, is 50.

Although for commercial holiday lets and traveller sites, a single space may be sufficient for each, the context of family size permanent residential caravans will generate a requirement greater than a single space per dwelling and should be considered the same way as other residential dwellings. The applicant should reconsider the parking allocation and include opportunities for visitor parking.

Swept path tracking should be provided to show that parking spaces are workable and vehicles are able to navigate the proposed layout. Parking spaces should measure 2.4m x 4.8m each to accommodate an average sized vehicle. It is generally accepted that 6m to the rear of a bay parking space facilitates a 90degree manoeuvre, although widening parking bays or re-orienting the angle can assist with navigating narrower spaces.

I note that 2 parallel parking spaces have been included in the central access road, parallel parking bays are required to measure a minimum of 2m x 6m to accommodate an average sized vehicle and allow space for the relevant manoeuvre to be performed.

Please refer to Manual for Streets for additional guidance on providing parking within new developments.

Sustainability

Given that Lordings Road is not situated within a location central to shops, amenities and sustainable transport alternatives, future residents may be more reliant on the use of a private car for travel.

At the point of access onto Lordings Road, there appear no linked pedestrian footways or street lighting columns, which would rely on pedestrians walking along the carriageway until they reach the footway north of The Limeburners Public House. Residents may have the opportunity to walk through the Limeburners Public House and use the car park to access the footway, however; it remains that the car park and footways are unlit and therefore these journeys may be undesirable for pedestrians and cyclists.

Various PROW exist near to the site, it has not been outlined that the site directly connects to these and therefore may also not appear a wholly desirable option to connect residents to the wider network- including bus stops on Newbridge Road A272, to the north.

Use

4-6 vehicle movements have been predicted in the network peaks as a result of the proposal. The applicant should provide the actual data used in the TRICs analysis showing the sites, locations and scale of comparable sites used to generate the movements anticipated as well as the output data. The examples used should be comparable to the proposed.

The applicant has outlined that there is an extant use at the site for seasonal/holiday caravan use. Details of the number of caravans and tents accommodated here has not been provided, can the applicant please provide additional detail including the times of operation throughout the year.

The applicant should provide any information held relating to trip generation for the extant use at the site, this includes details of all types of vehicles that may require entry to the site and the frequency in which these occurred. If these figures are not known it would be appropriate for the applicant to perform a TRICs analysis of similar sized caravan sites as a basis for comparison.

Refuse Servicing

The applicant has outlined that a dedicated refuse collection point will be used at the site entrance and collected roadside. Manual for Streets states that waste collection vehicles should be able to access within 25m of the bin storage point and that residents should not have to carry bins more than 30m where at all practical. This layout would require some residents to travel over the above limit, although this is more an amenity issue.

Refuse collection vehicles can park by the roadside in urban environments. However, due to the more rural location of Limeburners Caravan Site and the posted speed limit in this location, for 24 residential dwellings it is considered that a refuse vehicle should access the site. Although the planning statement goes on to advise that the internal road layout has been designed to allow sufficient manoeuvring space for refuse lorries, this has not been demonstrated by means of swept path tracking. The ability for refuse vehicles to access/egress the site and perform on-site turning will need to be demonstrated, a designated turning head is not obvious within the submitted plans.

Emergency Access

Safe and suitable access for a fire appliance may need to be demonstrated to meet building regulations. I have included below some standard details previously supplied to me by our WSCC Water and Access manager for the applicant to consider. I shall in the meantime also pass this application to them for any additional comments.

Evidence is required to show that the access route to the new build dwelling meets with the requirements of Approved Document B (AD-B) Volume 1: B5 section 13. The access route needs to be a minimum of 3.1m through any gateway or narrowing, 3.7m between roadside or kerb, a minimum 3.7m height clearance for all the equipment carried, capable of supporting 18-Tonne axial weight of a fire appliance and have a suitable turning facility to ensure a fire appliance does not need to reverse more than 20m to reach either an exit point from the site or a turning facility.

A fire appliance will need access to within 45m of all points inside the dwelling, if suitable access cannot be achieved this could be mitigated by the installation of domestic sprinkler or water mist systems complying with BS9251 or BS8458 standards. Either of these systems would either fully extinguish a fire or suppress it long enough to enable the attending fire crews to break out additional firefighting equipment to reach the dwelling and ensure the fire is fully extinguished.

Another consideration is the supply of water for firefighting; a domestic dwelling should be within 175m of a fire hydrant. If an alternative water supply is required it will need to comply with the requirements of AD-B Vol. 1 B5 section 14, I have added the details below

Alternative supply of water

14.12 An alternative source of water should be supplied where any of the following apply.

- a. No piped water supply is available.
- b. Pressure and flow in the water main are insufficient.
- c. An alternative source of supply is proposed.

14.13 The alternative source of water supply should be one of the following, subject to consultation with

the local fire and rescue service.

- a. A charged static water tank with a minimum capacity of 45,000 litres.
- b. A spring, river, canal or pond that is capable of fulfilling both of the following conditions.
 - i. Providing or storing a minimum of 45,000 litres of water at all times.
 - ii. Providing access, space and a hardstanding for a pumping appliance.
- c. Any other water supply that the local fire and rescue service considers appropriate.

Community Hub

It is unclear if the restoration of the Limeburners Pub is to be considered alongside this planning application. Please can the applicant confirm this. The applicant notes that the revitalised space will provide local amenities, including a welcoming café/pub restaurant, flexible workspaces, and meeting rooms available to tenants for community gatherings or business use. A dedicated studio space will offer opportunities for wellness activities such as yoga and group classes, supporting health and wellbeing.

Should this be proposed as a part of the current application, additional details will be required outlining whether this space will also be open to members of the wider public. Details should be provided on the means of parking and access for the Limeburners property. It should outline the anticipated number of associated movements and deliveries for all proposed uses, the anticipated number of and size of the classes to be held etc. Number and size of meeting rooms and how they will be booked- ensuring that there is minimum overlap to accommodate for the required parking.

Conclusion

Additional information is required to demonstrate that safe and suitable access can be made for all vehicles within the proposed site layout and that the proposed would not generate a material intensification of use of the highway network at this point.

The applicant may wish to consider consulting a Transport Consultant to address the above details and provide the required documents and analysis.

Once the additional information has been provided, please re-consult.

Jodie Wilkes
West Sussex County Council – Planning Services