

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Alice Johnson
FROM:	Highways, WSCC
DATE:	03/10/2025
LOCATION:	Beckley Stud, Reeds Lane, Southwater, RH13 9DQ
SUBJECT:	DC/25/1444 Change of Use of Equestrian Stables to Offices (Class E), including the enclosure of the existing stable roof overhang. (Updated proposal on 30th September 2025).
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

Summary and Context

This application seeks the change of use of equestrian stables to offices (Class E), including the enclosure of existing stable roof overhang. The site is located on Reeds Lane, an unclassified road subject to national speed limit. Following a review of the submitted application documents, WSCC in its role as Local Highway Authority (LHA) raise no highway safety or capacity concerns for this application.

For context, the LHA was previously consulted regarding highway matters for this site for application DC/22/0388 (*Retention of existing green steel clad building and mono-pitch lean-to for storage and distribution use by Equine America UK and resulting mixed use of Beckley Stud as a whole for equestrian, residential and commercial purposes*), of which no highway safety objections were raised. The Local Planning Authority (LPA) refused the application on grounds unrelated to highways, but a subsequent appeal was allowed.

Content

The existing vehicle access point on Reeds Lane is to be utilised, with no alterations to this arrangement proposed. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on Reeds Lane. In addition, considering the scale of the existing and proposed uses, the LHA does not anticipate that the proposals would give rise to a significant material intensification of use of the existing access point, nor adversely impact upon the operation of the local highway network.

10 car parking spaces are proposed to serve this site. Under WSCC Parking Standards for Class E (Offices) use, the LHA would expect one parking space per 30 sqm of floorspace to be provided. As such, the proposed car parking provision would be considered suitable for a development of this size. In addition, on-site turning appears achievable within the proposed parking area, allowing cars to exit in a forward gear.

No details of cycle parking provision have been provided, although the LHA recognise the rural nature of this site location whereby cycling may not be viable for some. If the LPA believe cycle parking is justifiable, the applicant should provide at least one cycle parking space in accordance with WSCC parking standards.

Conclusion

In summary, the LHA does 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 (paragraph 116), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following condition should be applied:

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

Kyran Schneider
West Sussex County Council – Planning Services