

WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| TO: | Horsham District Council FAO: Kate Turner |
| FROM: | WSSC – Highways Authority |
| DATE: | 23 April 2025 |
| LOCATION: | Land West of Parsons Field Stables, Pickhurst Lane, Pulborough, West Sussex, RH20 1DA |
| SUBJECT: | DC/25/0317 Application for the continuous use of land for the stationing of 2 static caravans for residential purposes and associated day rooms. Erection of two stable blocks and associated landscape works (Retrospective). (Amended plans received on 10th April 2025). |
| DATE OF SITE VISIT: | 07/04/2025 |
| RECOMMENDATION: | Advice |

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

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

Site Visit

The applicant has removed a large portion of the hedgerow fronting Pickhurst Lane to accommodate access to the field. The LHA has been made aware that the applicant intends to close the access to a narrower arrangement upon completion of the works. Details of the final access construction have not been provided however.

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

It is advised that a condition securing *access with details to be provided*, is secured against any permission of this proposal. This should demonstrate the access width and makeup as proposed once the works are complete, along with demonstration that the Highway verge will be replaced to match the existing street scene and specific location of the point of access. Accesses within 1m of street furniture (ie. Telegraph poles, signage, lighting etc) will require the street furniture to be removed or relocated at the applicant's expense. Additional details relating to this can be found at https://www.westsussex.gov.uk/media/20290/vco_guidance_notes.pdf.

The access will also 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.

Internal Access

From observation of the plans, there appears ample space to facilitate a turn on site manoeuvre, which will allow egress onto Pickhurst Lane in a forward gear.

I do note that the revised red edge block plan now shows a restricted access width to the northern most mobile home, although the plan stipulates that all tracks will be a minimum of 4.8m in width, 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. The applicant may wish to consider revising the plan to accommodate suitable access to the mobile home. 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.

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 to be provided)

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 plans and details to be submitted to the Local Planning Authority.

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