

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: DC/26/0151
FROM:	WSCC – Highways Authority
DATE:	5 March 2026
LOCATION:	Fryern Park Farm Fryern Road Pulborough RH20 4FF
SUBJECT:	DC/26/0151 Change of use of land to mixed use for the keeping of horses (existing) and residential Gypsy/Traveller caravan site comprising 4no. pitches, each containing one static caravan and one tourer, together with the erection of two ancillary amenity buildings.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

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

West Sussex County Council, as the Local Highway Authority (LHA), was consulted previously on Highway Matters for this location under DC/20/0600 and DC/18/2084 for change of use of land to accommodate two traveller pitches including ancillary accommodation and parking. The LHA raised no highway safety concerns to those proposals however the LPA refused the applications on separate grounds. DC/20/0600 was appealed and the appeal eventually dismissed. DC/18/2084 was appealed and the appeal allowed.

The current application is for change of use of land to mixed use for keeping of horses (existing) and residential Gypsy/Traveller caravan site comprising 4no. pitches each containing one static caravan and one tourer, together with the erection of two ancillary amenity buildings. Fryern Road is 'C' classified local distributor road subject to a 30mph speed restriction in this location. Approximately 50 metres north of the site access the speed limit changes to 60 mph.

The applicant has not demonstrated visibility splays within this application. However, the LHA previously assessed visibility under DC/18/2084: The applicant has demonstrated splays of 2.4m by 215m to the north and 2.4m by 43m to the south. From an inspection of WSCC mapping the splay to the north appears to go through third party land. With use of blue edged applicant owned land and highway boundary only the achievable splay is approximately 100m. Considering the fence line and hedging using the highway verge only would attain approximately 54m – equivalent to a travelling speed of 35 mph. Considering that cars travelling southbound will be entering the 30mph the LHA consider that the existing access affords sufficient visibility on to the public highway.

Furthermore, the private access road serves a number of existing properties and equestrian/agricultural use, four additional residential units are not anticipated to detrimentally alter the safe operation of this. An inspection of collision data reveals no recorded injury collisions within the vicinity of the access onto the public highway. There is no evidence to suggest the access has been operating unsafely or that the proposal will exacerbate an existing safety concern.

The applicant proposes two car parking spaces and one touring caravan space per pitch. No details have been provided indicating the number of bedrooms each mobile home would accommodate. On the basis of each pitch accommodating a 2-bedroom mobile home, the WSCC Parking Demand Calculator would anticipate a minimum of two parking spaces per pitch. 3 parking spaces per pitch would be anticipated for 3-bedroom mobile homes. The LPA should be satisfied that sufficient parking space is available on site for the proposed pitches. Car parking is advised to be secured via condition.

The site is located on the outskirts of Storrington, therefore there will likely be reliance upon the private car for the majority of journeys. Bus Stops are located within walking distance of the site and cycling is a viable option within the vicinity. Details of secure and covered cycle storage can be secured via condition.

Conclusion

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 conditions should be applied:

Conditions

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.

Nicola Elliott
West Sussex County Council – Planning Services