

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Robert Hermitage
FROM:	Highways, WSCC
DATE:	11/03/2026
LOCATION:	Kingfisher Farm, West Chiltington Lane, Billingshurst, RH14 9DR
SUBJECT:	DC/26/0256 Use of the land for the stationing of caravans for residential purposes for 5no. gypsy pitches together with the formation of additional parking, hard standing, landscaping and utility/dayrooms ancillary to that use.
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.

Summary and Site Context

This application seeks the change of use of land for the stationing of caravans for residential purposes for five gypsy pitches with associated works. The site is located on West Chiltington Lane, a C-classified road subject to national speed limit in this location.

WSCC in its role as Local Highway Authority (LHA) was most recently consulted regarding highway matters for this site for similar application DC/25/1029 (*Use of the land for the stationing of caravans for residential purposes for 5 gypsy pitches together with the formation of additional parking, hard standing, landscaping and utility/dayrooms ancillary to that use*), of which no highway safety or capacity concerns were raised. The Local Planning Authority (LPA) refused the application on grounds unrelated to highways.

I include below some site context in regards to previous applications at this site from WSCC Highways perspective:

It should be noted that the LHA also provided comments for application DC/10/1041 at this site, which sought the use of the land for the stationing of caravans for residential purposes for 11 no. gypsy pitches. More information was requested from the applicant to demonstrate:

- Trip attraction of the proposed use.
- Illustration that the proposed turning head can accommodate refuse, emergency vehicles.
- Confirmation in the form of a preliminary design drawing that the proposed access to the highway will be safe for all users.

This additional information was not received; the application was refused by the Local Planning Authority on grounds of the accessibility and size of the site. A subsequent appeal was allowed by the Planning Inspectorate. Of note the inspector, made comment in paragraph 39 of appeal decision APP/Z3825/A/11/2150329 that:

39. The Highway Authority raises no objections with regard to visibility from the entrance. Furthermore, there is no record of significant accident issues along West Chiltington Lane and Bashurst Hill in the 3 years to 2009. It is expected that both roads should be able to cope with the likely level of traffic. As a satisfactory means of access can be provided and as the existing highway network is adequate to serve the site there would be no conflict with criterion 2) of Policy DC32. A turning space would be laid out in line with criterion 3).

Subsequently WSCC provided comments in relation to application DC/17/1185 which sought change of use of land as an extension to permission granted in appeal APP/Z3825/A/11/2150329. This application included a significant increase in the number of mobile homes and touring caravans on the site, seeking to double the provision up to 25 mobile homes and 25 tourers from the 11 mobile homes and 11 tourers permitted under DC/10/1041.

A highways objection was raised citing the lack of information and requested similar details to that originally requested under DC/10/1041 to be provided to support the extended site. This application was refused by the planning authority on grounds of the accessibility and size of the site and lack of a safe and convenient vehicular and pedestrian access.

At the Appeal stage (AAPP/Z3825/W/17/3188945) the Local Highways Authority withdrew its objection based on additional information submitted by the applicants. No further action was taken with regard to the Appeal.

Access and Visibility

The site is served by an existing access via West Chiltington Lane. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing concern.

I refer to the comments made by the Planning Inspector for the Appeal Decision in 2017 for this site, stating that "*the site is served by a safe and convenient vehicular and pedestrian access.*"

Parking and Turning

12 car parking spaces are proposed for the site, with each pitch providing two car parking spaces, and an additional 2 car parking spaces proposed at the end of the internal drive. Whilst technically a withdrawn document, the *Good Practice Guide on Designing Gypsy and Traveller Sites* (2008) recommended a provision of two car parking spaces per pitch. Therefore, the proposed parking provision is considered acceptable and is anticipated to meet the needs of the site. On-site turning appears achievable within the site, allowing vehicles to exit in a forward gear.

Secure and covered cycle parking has not been demonstrated in the plans. The applicant is advised to include cycle parking in the plans, to promote the use of sustainable alternative modes of transport.

Sustainability

The site is situated in a rural location that lacks access to immediate amenities. The nearest amenities and public transport connections are located in Barns Green, approximately 1.4 miles away. Billingshurst is approximately 2.9 miles away, offering access to rail connections. Consequently, the residents are likely to rely on the private car for their primary mode of transport. Cycling is a viable option for experienced cyclists.

Conclusion

Given the history of the site and appeal decisions of DC/10/1041 and DC/17/1185, the proposed application before me does not seek to increase the use of the site over and above what has previously been considered acceptable to the Local Highways Authority and Planning Inspectorate.

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 conditions should be applied:

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.

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
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