

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Shazia Penne
FROM:	Highways, WSCC
DATE:	08/07/2026
LOCATION:	Cotlands Paddock, Horsham Road, Cowfold, RH13 8AH
SUBJECT:	DC/25/2079 Use of land for the stationing of 4no. static caravans for (Gypsy and Traveller) residential purposes and associated day rooms
DATE OF SITE VISIT:	12/02/2026
RECOMMENDATION:	Advice

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

WSCC in its role as Local Highway Authority (LHA) has been reconsulted by the Local Planning Authority (LPA) following the applicant's submission of a Transport Statement (TS) prepared by RGP. The LHA have also reviewed the Third Technical Submission prepared by SK Transport Planning, the content of which has been taken into account as part of the latest assessment.

For context, the LHAs most recent consultation response, dated 18/05/2026, requested the applicant to respond to specific highways concerns raised by written representations. The LHA have now reviewed the submitted Transport Statement and can provide the following updated comments.

Visibility

The TS includes results from a seven-day Automatic Traffic Counter Survey (ATC), undertaken between Saturday 2nd May 2026 and Friday 8th May 2026. I acknowledge the omission of data recorded on Monday 4th May, as this was a bank holiday. The recorded 85th percentile speeds for this section of Horsham Road were found to be:

- Northbound: 44.2 mph
- Southbound: 44.0 mph

Based on the recorded 85th percentile speeds, the TS includes supporting visibility splay diagrams, with visibility splays of 2.4m x 75.7m to the north and 2.4m x 76.2m to the south demonstrated. I note that Manual for Streets (MfS) Stopping Sight Distance (SSD) parameters have been applied to ascertain these splay lengths. Considering that the 85th percentile speeds are over 40 mph, the Design Manual for Roads and Bridges (DMRB) SSD parameters should be applied. This would warrant desirable minimum splays of 119m to the south and 118m to the north.

Whilst the slight shortfall in visibility is acknowledged when compared to DMRB parameters, this is an existing access that has been operation for a considerable period of time without any obvious problems and therefore, the LHA do not consider that the nature of the access warrants a reason to refuse permission.

In the LHA's comments dated 18/05/2026, in addition to asking for the applicant to respond to the issues being raised by third parties, the LHA asked that the applicant comment on the achievable visibility from the access, but also the forward visibility along the A281 to the rear of a vehicle waiting to turn right into the site access. For completeness the applicant should provide the achievable forward visibility along the A281 to the rear of a right turning vehicle.

Capacity

The TS includes trip generation data ascertained from the TRICS Database. The data suggests that the proposed development could generate 25 daily two-way movements, with 2 two-way movements during the AM and PM peaks. Whilst this is a slight intensification of use over the existing use of the access, the number of movements expected would have a negligible impact on the overall number of movements on the A281, and no highway capacity concerns would be raised in this regard.

Accident Data

The TS includes a review of five-year collision data. I note that the LHA had previously assessed collision data as part of its original assessment. Nevertheless, the data reveals that there have been four collisions recorded within 300m of the site access, though these were not within the vicinity of the site access. None of the recorded collisions were attributed to use of the existing access. As such, there is no evidence to suggest the existing access has been operating unsafely during this time, or that the proposals would exacerbate an existing safety concern.

Servicing

The TS states that refuse collection will take place from the roadside on the A281. I acknowledge that this is common practice for residential properties along the length of the A281, and as mentioned above there is no evidence to suggest this is an unsafe practice. Consequently, no safety concerns would be raised in this regard. Horsham District Council, in its capacity as Local Planning Authority may wish to consult with colleagues who are responsible for waste collection to ascertain their views on the collection of refuse from the roadside. However, as stated previously this is common practice for other nearby residential properties.

Accessibility

Whilst the rural site location has been previously acknowledged by the LHA, the TS does highlight factors of which the site can be accessed sustainably. Of note is the presence of bus stops located close to the site on the A281, adjacent to the nursing home. These stops are served by route no. 17, which provides hourly services to Horsham and Brighton via Cowfold. Additionally, the site is well connected by the Public Right of Way network, with walkable routes providing links to Cowfold. However, these routes may only be accessible seasonably and the site is relatively remote from local amenities and services and there would be a reliance on the use of private cars.

Ultimately, it is the LPAs decision to consider aspects of sustainability/accessibility as part of their decision-making process, though the LHA accepts the points made in the TS.

Conclusion

Having reviewed the additional information supplied with the submitted TS, 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.

Though as mentioned above, for completeness the applicant should provide the achievable forward visibility along the A281 to the rear of a right turning vehicle.

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

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of 2.4m x 75.7m to the north and 2.4m x 76.2m to the south have been provided at the proposed site vehicular access onto Horsham Road in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Kyran Schneider
West Sussex County Council – Planning Services