

Land West of Shoreham Road, Small Dole: Highways Response Note

Ref: DS/SG/ITS19321-008
Date: 11 September 2025

SECTION 1 Introduction

1.1 Background and Context

1.1.1 Wates Developments Ltd has appointed i-Transport LLP to provide highways and transport advice in relation to an outline planning application for up to 45 dwellings (including affordable homes) with all matters reserved apart from access on land west of Shoreham Road, Small Dole (ref: DC/25/1019)

1.1.2 West Sussex County Council (WSSCC) Highway Authority have been consulted on the proposal and provided a response to the application, dated 27th August 2025, requesting additional information comprising.

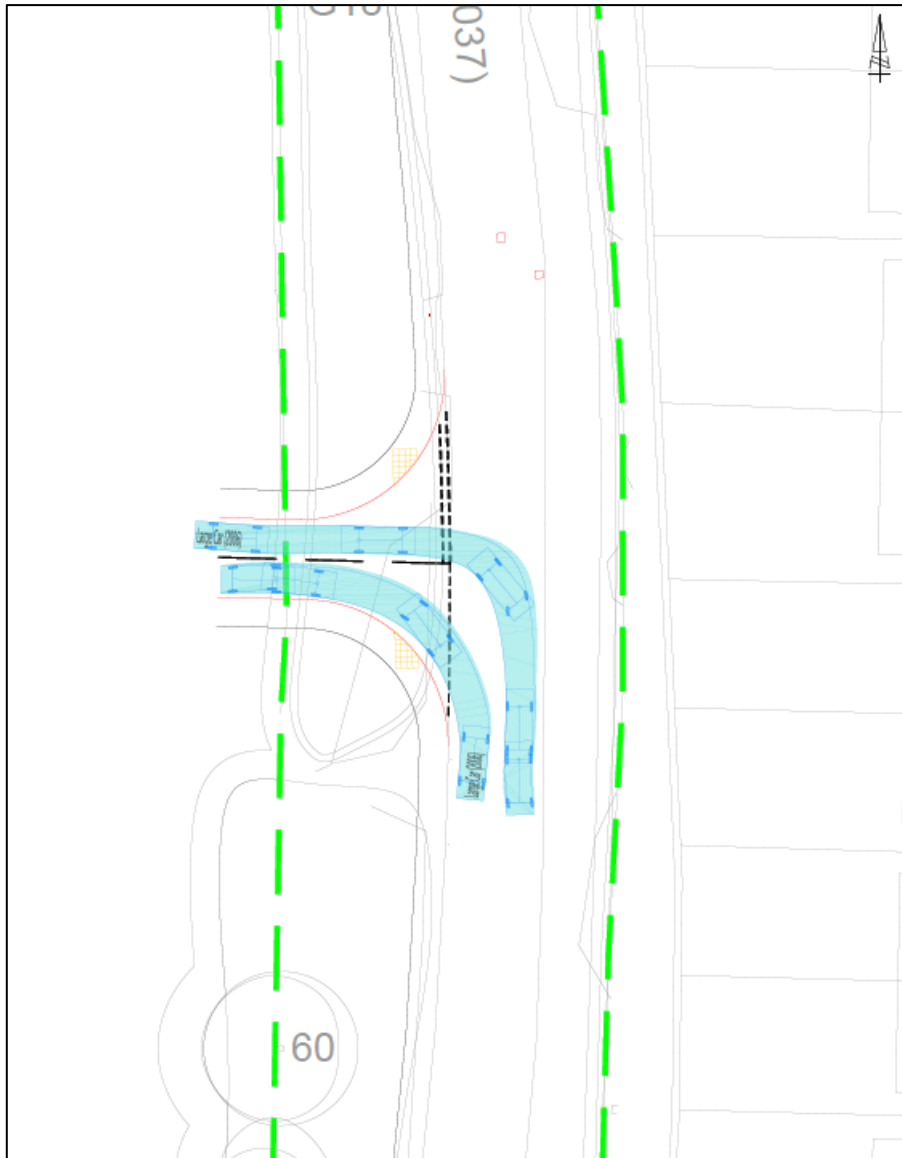
- Swept path tracking of the site access for two cars passing/ refuse collection vehicle passing car etc.
- Where new footway is proposed adjacent to entrance to PROW 2774_1 please demonstrate how this will link to the PROW.

1.1.3 This Highways Response Note provides the additional information as requested.

SECTION 2 Swept Path Tracking

2.1.1 Swept path analysis has been undertaken of the site access to demonstrate that two large cars can pass one another at the site access without conflict. This is illustrated in Drawing **ITS19321-GA-014** and an extract is provided in **Image 2.1**.

Image 2.1: Swept Path Analysis – Two Large Cars



Source: Extract of Drawing ITS19321-GA-014

2.1.2 Swept path analysis has also been undertaken of the site access to demonstrate the manoeuvring of a refuse vehicle at the site access with a large car present. This is illustrated in Drawing **ITS19321-GA-015** to the rear of this document and extracted below in **Image 2.2**.

Image 2.2: Swept Path Analysis – Refuse Vehicle and Large Car



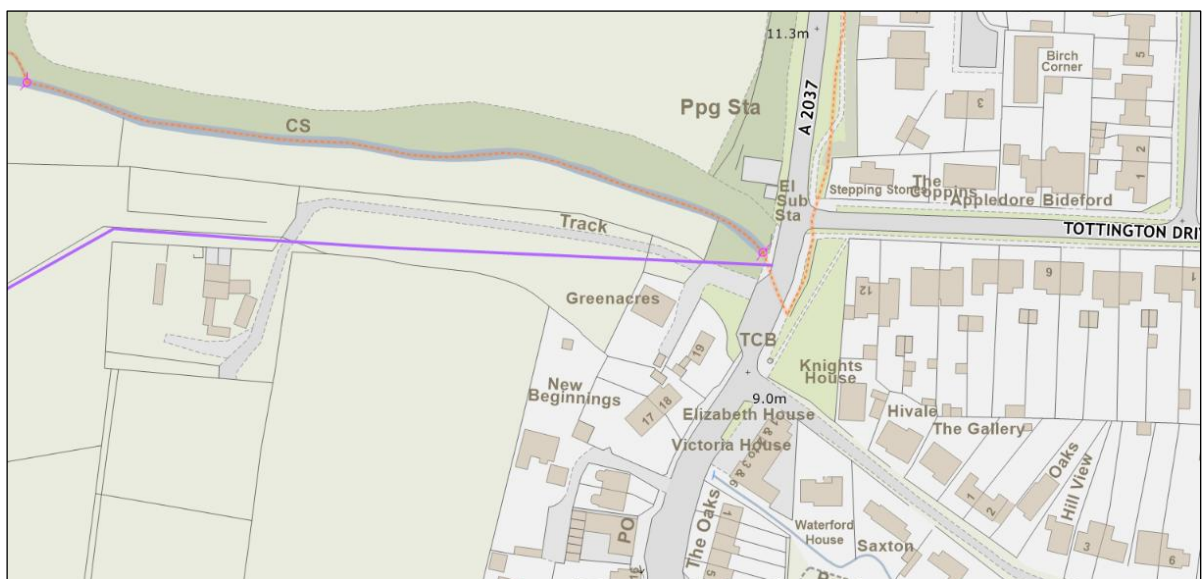
Source: Extract of Drawing ITS19321-GA-015

- 2.1.3 A large vehicle turning out of the site can do so without obstructing the movement of a vehicle travelling southbound along the A2037.
- 2.1.4 When turning into the site, the vehicle does cross the centre line of the access and will require an exiting vehicle to wait while it passes; both Manual for Streets (para 6.3.13) and Manual for Streets 2 (para 9.4.11) recognises that movements associated with large vehicles may require the full carriageway width to turn, and such movements are infrequent. A larger corner radius (10.0m) has been used in the design to reduce the extent of the encroachment and the use of a wider carriageway width or a greater kerb radius would result in a higher entry speed into the site for regular car movements and be detrimental to conditions for non-motorised users.

SECTION 3 Public Right of Way 2774_1

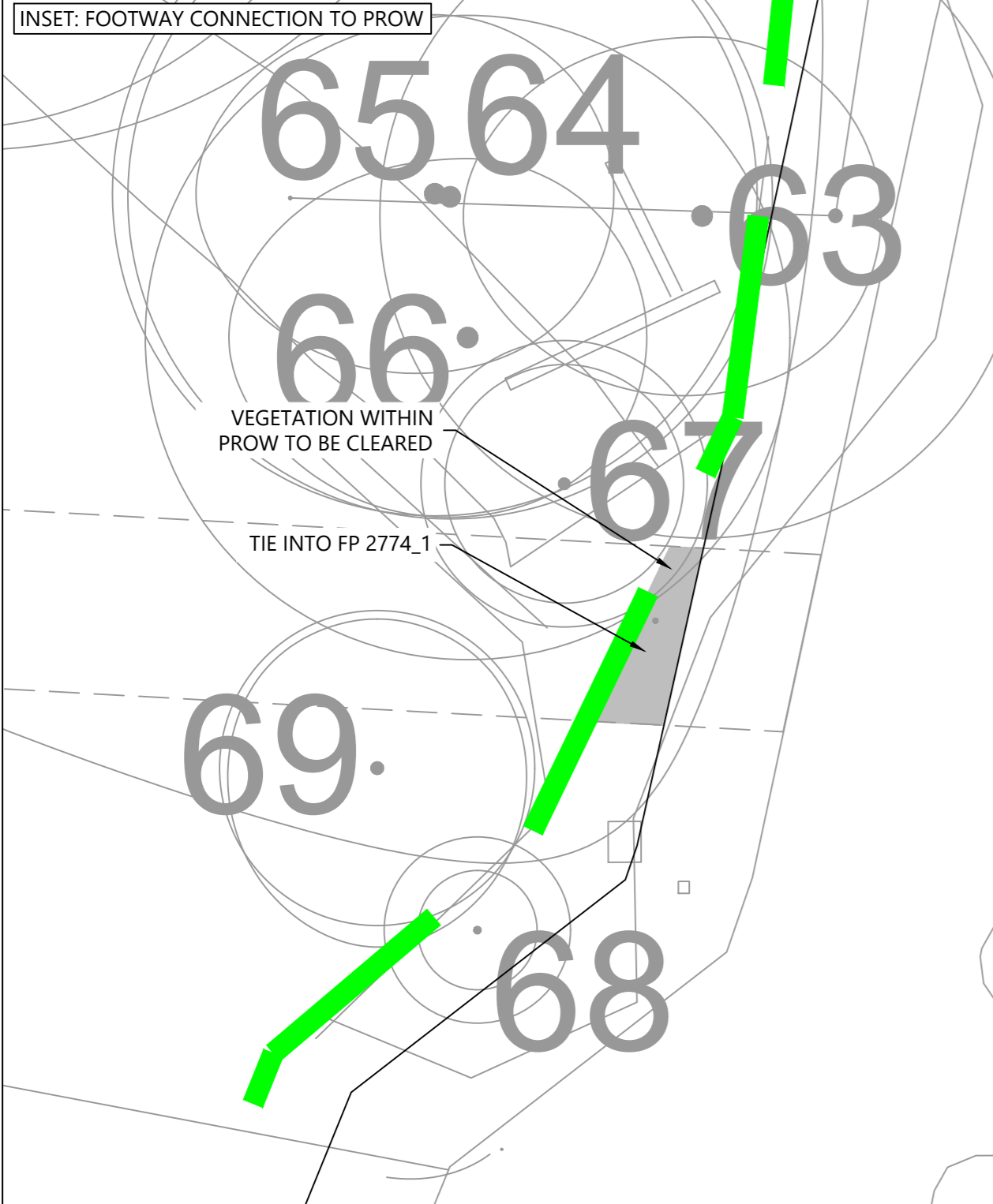
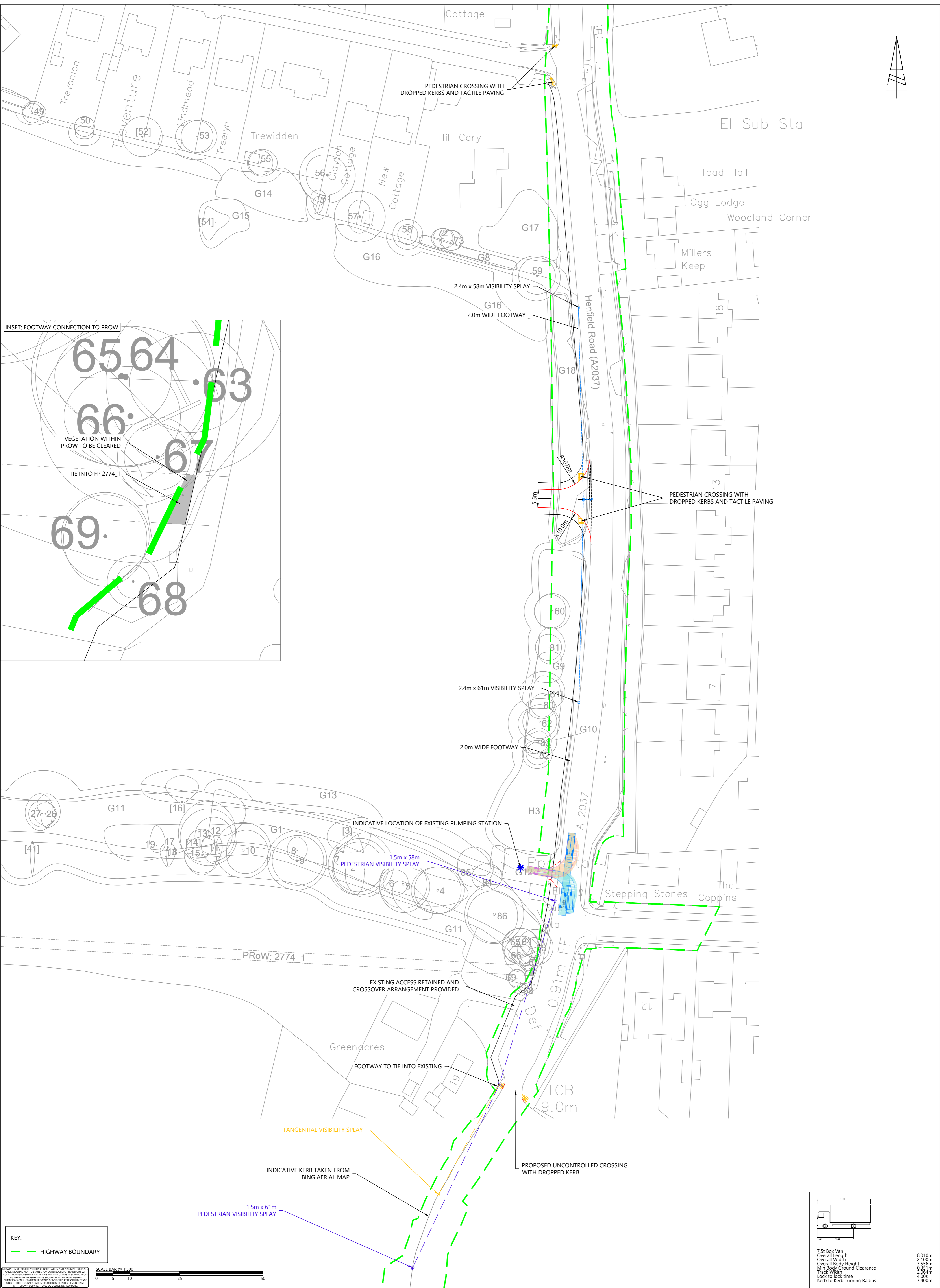
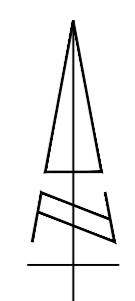
- 3.1 Clarification has been sought by WSCC in respect of the tie-in to UPB2774_1 as the presence of trees identified on background topographical layers on drawing ITS19321-GA-002 obscures this area. The response also identifies that consideration should be given to exploring a connection from the site as part of any future Reserved Matters application.
- 3.2 UPB2774_1 is identified on the WSCC Definitive Map as routing immediately east of the A2047, as shown in purple on the map extract provided at Image 3.1.

Image 3.1: WSCC Definitive Map Extract

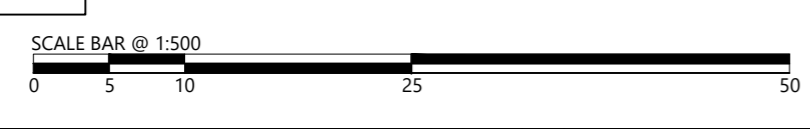


- 3.3 In practice, the route appears to follow the orange dashed path denoted on the plan. With the exception of where it meets the A2047, the route is situated outside of the public highway boundary. As such, the Applicant would be unable to undertake any improvement works to the path, but the development would be liable for a Community Infrastructure Levy (CIL) charge through the Horsham Charging Schedule which could be utilised if an upgrade of the route is deemed to be a Council priority.
- 3.4 However, drawing ITS19321-GA-002 has been updated to show a connection being made from the proposed footway to the rear of the highway boundary to accommodate the formation of a link. This has been shown on the alignment of the path as per the Definitive Map and can be refined as part of the detailed design through the Section 278 process, following further survey work, to ensure the alignment satisfies WSCC requirements.
- 3.4.1 As part of the Reserved Matters process, the formation on a link from the site can also be explored with WSCC PRow should the legal alignment follow that of the orange dashed path as opposed to the purple route detailed on the Definitive Map.

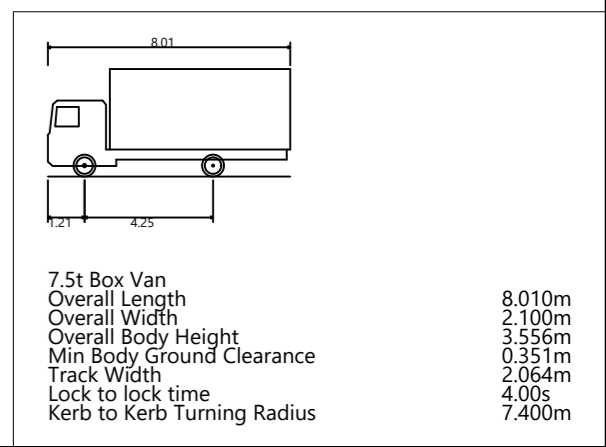
DRAWINGS



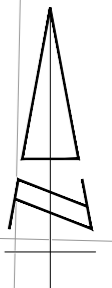
KEY:
 HIGHWAY BOUNDARY



DESIGNED FOR THE ROADWAY CONSTRUCTION AND PLANNING PURPOSES ONLY. DRAWINGS ARE TO BE USED FOR CONSTRUCTION. IT IS THE USER'S RESPONSIBILITY TO CHECK THE DRAWING AGAINST THE ORIGINAL RECORD DRAWING. THE USER SHALL BE RESPONSIBLE FOR ANY CHANGES TO THE DRAWING. THE USER SHALL BE RESPONSIBLE FOR ANY CHANGES TO THE DRAWING. THE USER SHALL BE RESPONSIBLE FOR ANY CHANGES TO THE DRAWING. THE USER SHALL BE RESPONSIBLE FOR ANY CHANGES TO THE DRAWING.



		POTENTIAL SITE ACCESS ARRANGEMENT AND OFF-SITE IMPROVEMENTS		DRAWN: MM CHECKED: LJ APPROVED: DS
Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Portsmouth, Hampshire, PO6 3EJ Tel: 03316 300366 www.i-transport.co.uk		TITLE: SHOREHAM ROAD, SMALL DOLE, HENFIELD CLIENT: WATES		PROJECT NO: ITS19321 SCALE @ A1: 1:500 DATE: 17.11.23
FOR INFORMATION		STATUS:		DRAWING NO: ITS19321-GA-002 REV: B



G18

2037)

Large Car (2006)

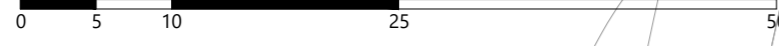
Large Car (2006)

60

81

G9

SCALE BAR @ 1:500



WARNING: ISSUED FOR READABILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWINGS NOT TO BE USED FOR CONSTRUCTION. TRANSPORT LIP RIGHTS ARE RESERVED BY THE ENGINEER. MAKE UP CHANGES IN CONSULTATION WITH THE ENGINEER. DIMENSIONS SHOWN IN THIS DRAWING TAKE PRECEDENCE OVER DIMENSIONS SHOWN ON ANY OTHER DRAWING. ONLY FURTHER CONSIDERATION REQUIRED BY THE CLIENT OR DESIGN TEAM. © 2025 TRANSPORT LIP CONSULTANTS LTD. ALL RIGHTS RESERVED.



Lakeside North Harbour, Building 1000, Lakeside
North Harbour Western Road, Portsmouth,
Hampshire, PO6 3EJ
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION

TITLE	SHOREHAM ROAD, SMALL DOLE, HENFIELD
PROJECT	WATES DEVELOPMENTS
CLIENT	

DRAWN:	MM	CHECKED:	LJ	APPROVED:	DS	
PROJECT NO:	ITS19321	SCALE @ A1:	1:500	DATE:	02.09.2025	
DRAWING NO:	ITS19321-GA-014				REV:	-

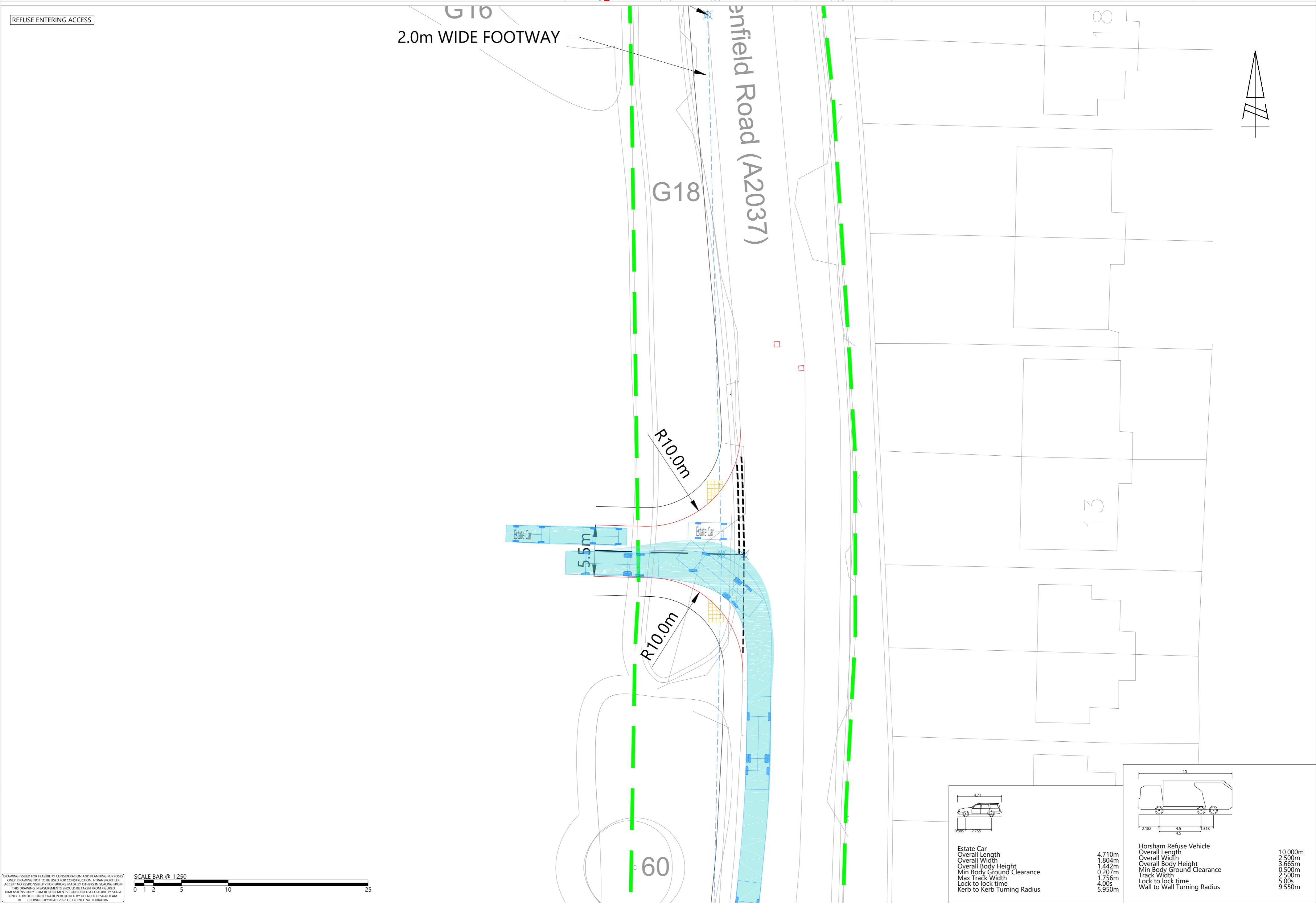
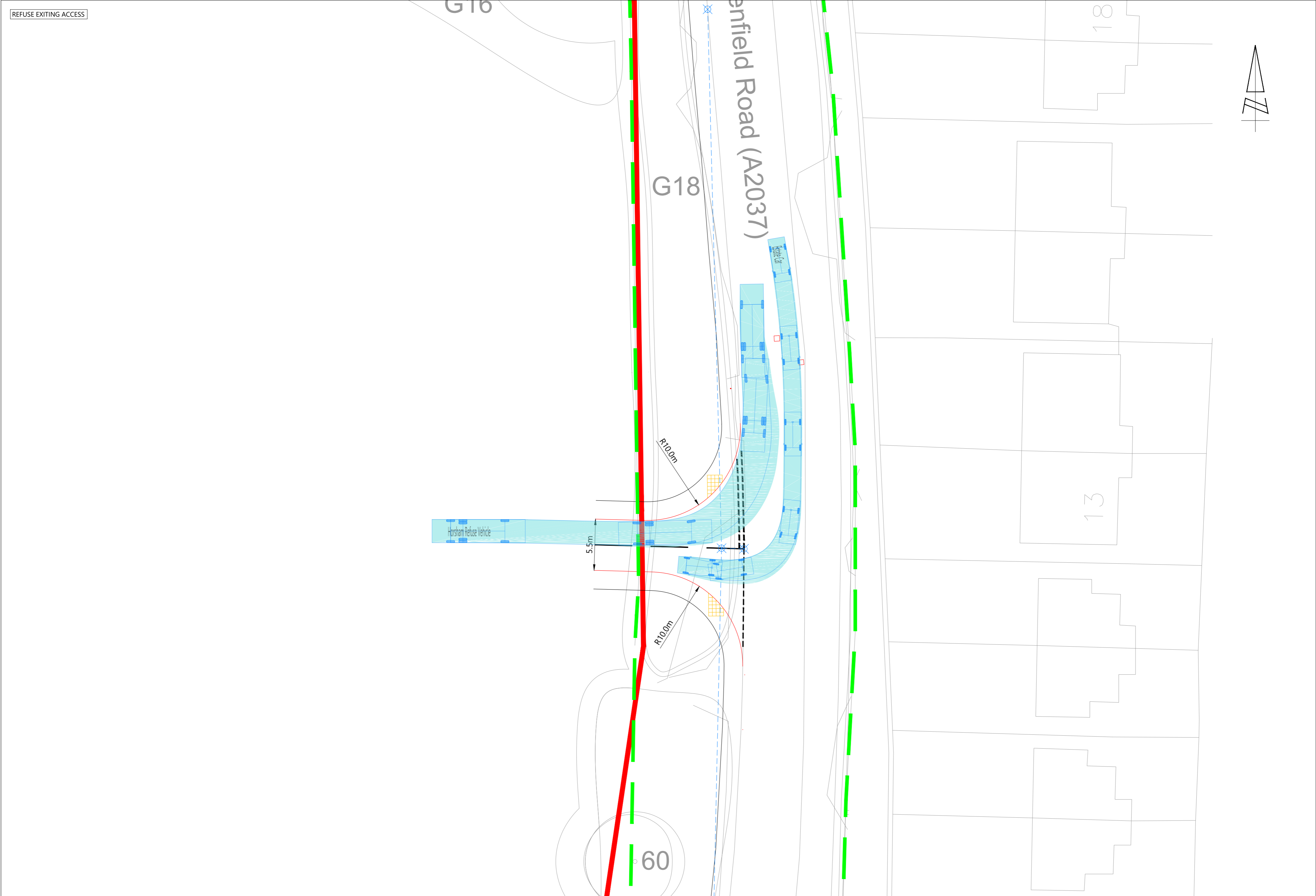
SWEPT PATH ANALYSIS - TWO LARGE CARS

FOR INFORMATION

SHOREHAM ROAD, SMALL DOLE, HENFIELD

WATES DEVELOPMENTS

ITS19321-GA-014



REFUSE EXITING ACCESS

SCALE BAR @ 1:250

0 1 2 5 10 25

i-Transport

Lakeside North Harbour, Building 1000, Lakeside Tel: 03316 300366
 North Harbour Western Road, Portsmouth,
 Hampshire, PO6 3EJ
 www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APP	PROJECT	TITLE	CUSTOMER
			FOR INFORMATION			SHOREHAM ROAD, SMALL DOLE, HENFIELD	SWEPT PATH ANALYSIS - REFUSE VEHICLE AND CAR	WATES DEVELOPMENTS

DRAWN: MM	CHECKED: LJ	APPROVED: DS
PROJECT NO: ITS19321	SCALE @ A1: 1:250	DATE: 02.09.2025
DRAWING NO: ITS19321-GA-015		REV: -

 Estate Car Overall Length: 4.71m Overall Width: 1.804m Overall Body Height: 1.442m Min Body Ground Clearance: 0.207m Max Track Width: 1.756m Lock to lock time: 4.00s Kerb to Kerb Turning Radius: 5.950m	 Horsham Refuse Vehicle Overall Length: 10.000m Overall Width: 2.500m Overall Body Height: 3.665m Min Body Ground Clearance: 0.200m Track Width: 2.500m Lock to lock time: 5.00s Wall to Wall Turning Radius: 9.550m
--	--

DRAWING ISSUED FOR PRELIMINARY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN RELIANCE UPON THIS DRAWING. DIMENSIONS SHOWN IN THIS DRAWING TAKE PRECEDENCE OVER DIMENSIONS SHOWN ON ANY OTHER DRAWINGS. CONSULT YOUR LOCAL AUTHORITY FOR ANY FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © I-TRANSPORT LLP 2025. ALL RIGHTS RESERVED.