

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 (WSCC) Highway Authority have been consulted on the proposal and provided a response to the application, dated 27th August 2025, requesting additional information comprising.

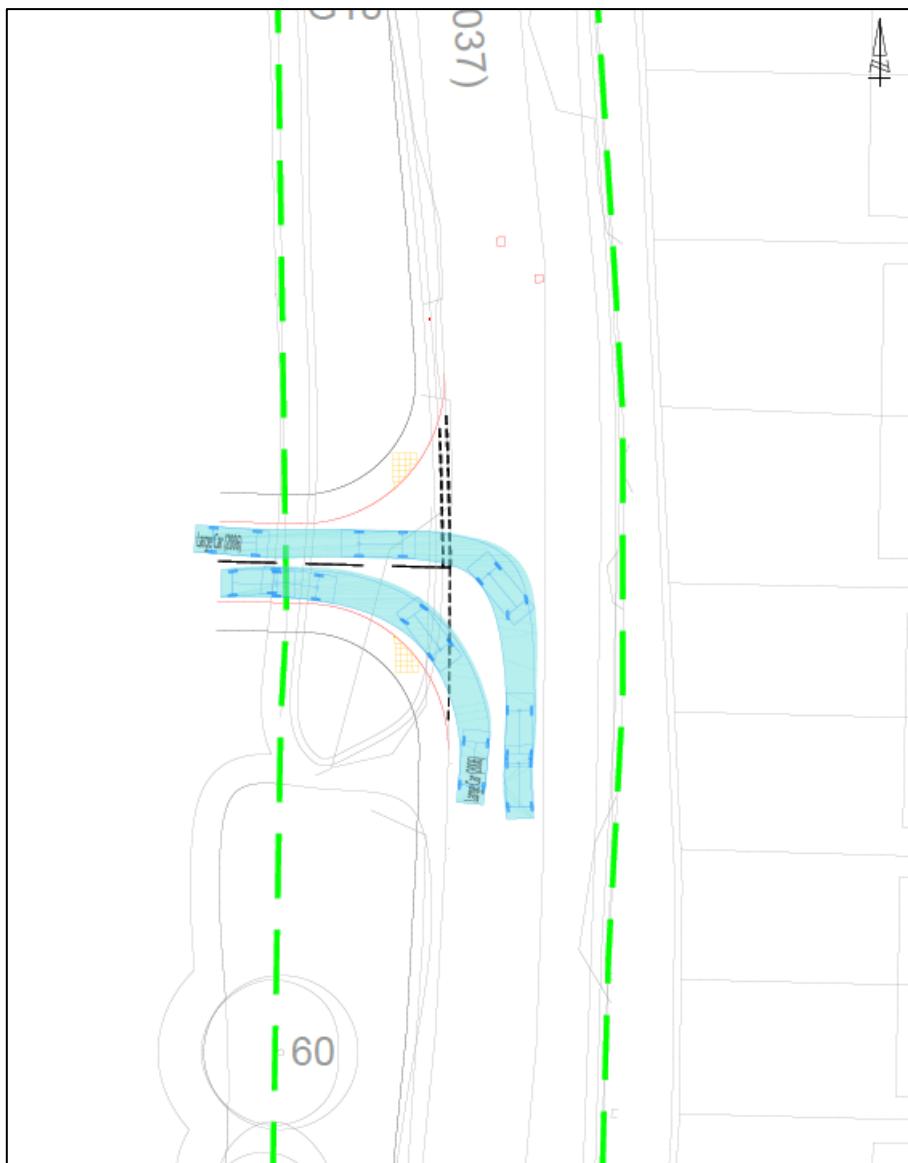
- Swept path tracking of the site access for two cars passing/ refuse collection vehicle passing car etc.
- Where new footway is proposed adjacent to entrance to PROW 2774_1 please demonstrate how this will link to the PROW.

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

SECTION 2 Swept Path Tracking

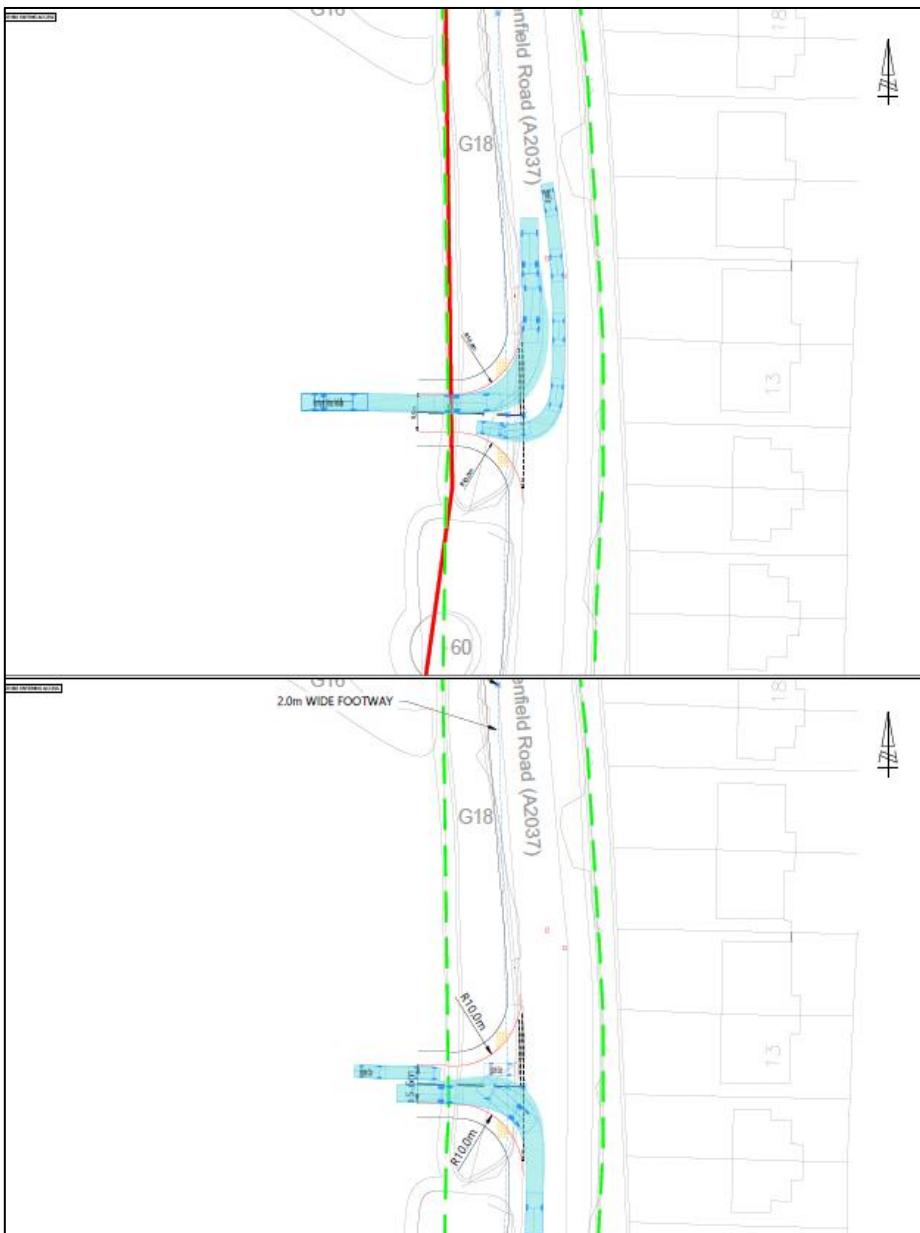
2.1.1 Swept path analysis has been undertaken of the site access to demonstrate that two large cars can pass one another at the site access without conflict. This is illustrated in Drawing **ITS19321-GA-014** and an extract is provided in **Image 2.1**.

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.

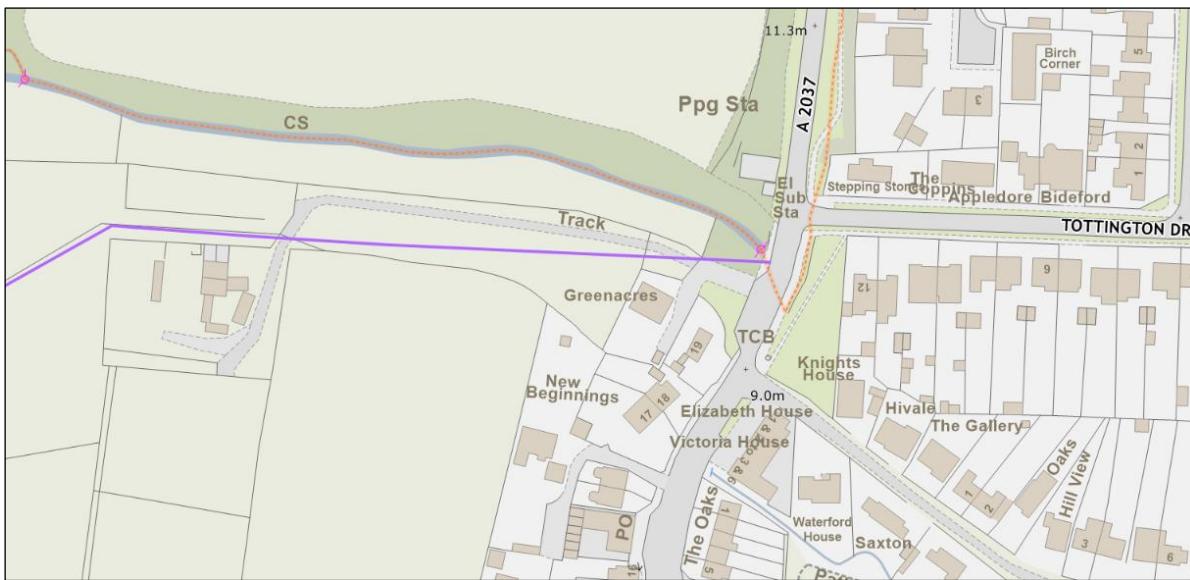
2.1.4 When turning into the site, the vehicle does cross the centre line of the access and will require an exiting vehicle to wait while it passes; both Manual for Streets (para 6.3.13) and Manual for Streets 2 (para 9.4.11) recognises that movements associated with large vehicles may require the full 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 routeing 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

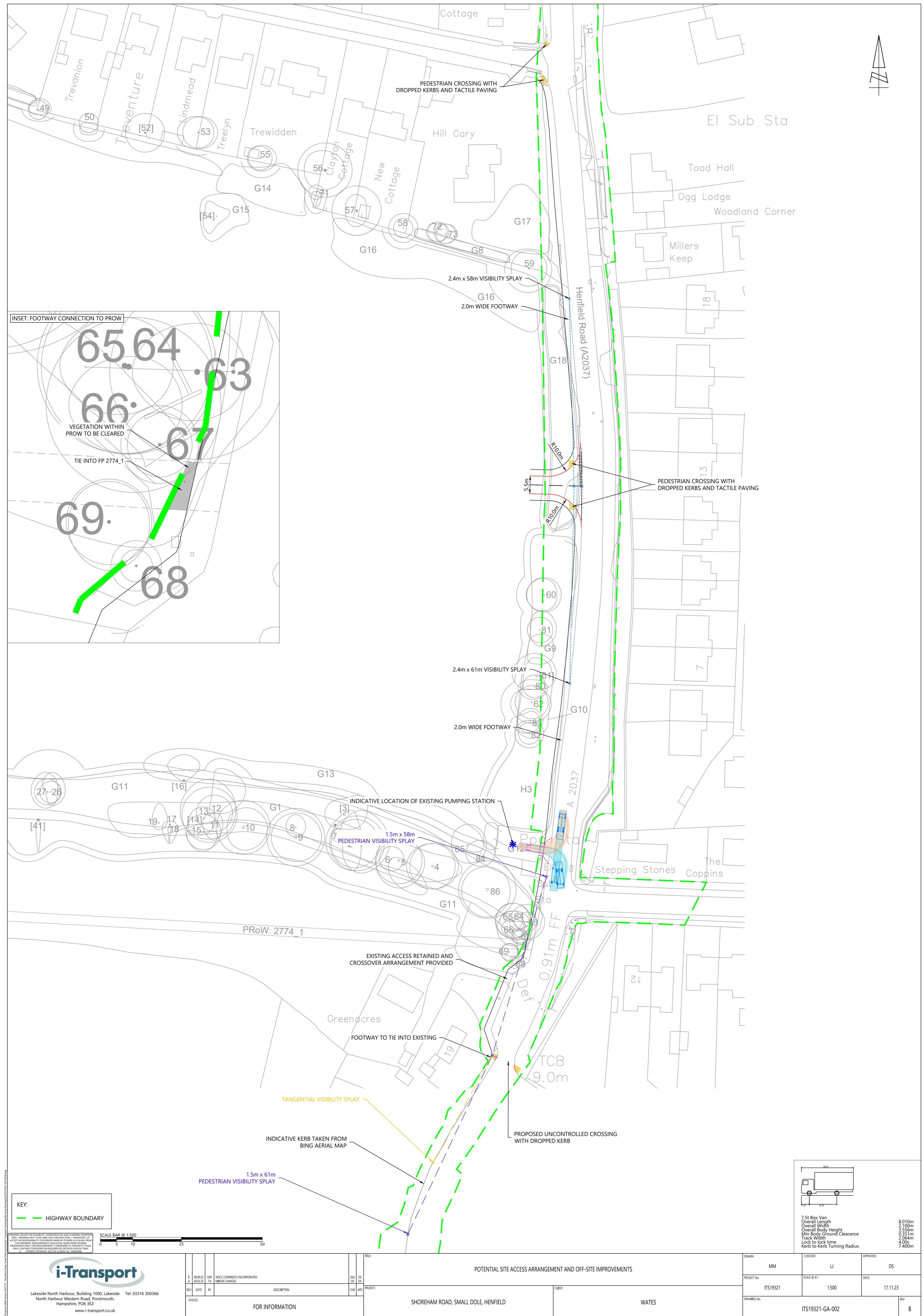


3.3 In practice, the route appears to follow the orange dashed path denoted on the plan. With the exception of where it meets the A2047, the route is situated outside of the public highway boundary. As such, the Applicant would be unable to undertake any improvement works to the path, but the development 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.

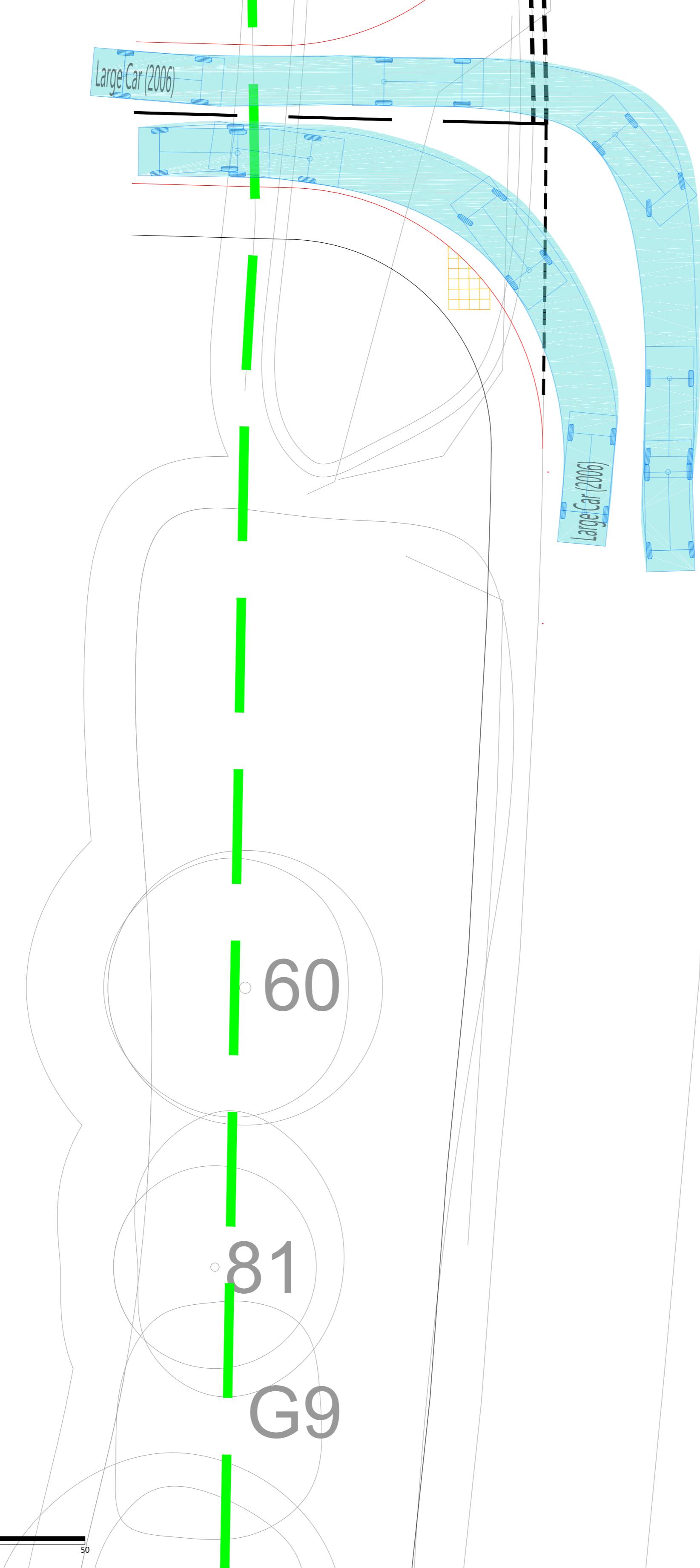
3.4.1 As part of the Reserved Matters process, the formation on a link from the site can also be explored with WSCC PRoW should the legal alignment follow that of the orange dashed path as opposed to the purple route detailed on the Definitive Map.

DRAWINGS



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2037)



SCALE BAR @ 1:500

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