

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Horsham District Council FAO: Hannah Darley
<b>FROM:</b>	Highways, WSCC
<b>DATE:</b>	19/01/2026
<b>LOCATION:</b>	Haynes, Littleworth Lane, Partridge Green, RH13 8JF
<b>SUBJECT:</b>	DC/25/1531 Erection of detached two-storey dwelling and creation of new vehicle access and driveway from Littleworth Lane.
<b>DATE OF SITE VISIT:</b>	15/01/2026
<b>RECOMMENDATION:</b>	Advice
<b>S106 CONTRIBUTION TOTAL:</b>	N/A

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

### Summary and Context

This application seeks the erection of a detached two-storey dwelling and creation of a new vehicle access and driveway. The site is located on Littleworth Lane, a C-classified road subject to a speed restriction of 40 mph in this location.

WSCC in its role as Local Highway Authority (LHA) previously provided comment on this application, dated 23/10/2025, requesting more information in regards to vehicle visibility for the proposed access point. In response, the applicant has submitted a Transport Note (TN hereafter) prepared by GTA Civils & Transport. The LHA undertook a site visit on the morning of 15/01/2026 to observe the proposed vehicle access point location and typical highway conditions.

### Access and Visibility

A new vehicle access point is proposed on Littleworth Lane to serve the site. The TN includes a seven-day speed survey, which found the 85<sup>th</sup> percentile speeds to be 40 mph northbound and 36 mph southbound. The TN has justified the use of Manual for Streets 2 (MfS2) parameters over Design Manual for Roads and Bridges (DMRB) parameters, highlighting the highway characteristics of Littleworth Lane, this being on-street parking and direct frontage access points.

Having visited the site, I am minded to accept the justification presented in the TN. Littleworth Lane does have the characteristics of a residential street, having observed on-street parking, regular dwelling access points and a footway running along the western side of the carriageway. Littleworth Lane was also observed to be lightly trafficked. Consequently, the demonstrated visibility splays of 2.4m x 80m to the south and 2.4m x 105m to the north would be considered sufficient.

The proposed vehicle access works will be subject to a licence obtained from WSCC, and constructed to a specification agreed with a WSCC Highway Area Engineer. I include a relevant informative note below.

### Parking and Turning

The plans demonstrate a new driveway and turning area to serve the dwelling. Space for at least three cars appears available within this driveway, and this would be suitable car

parking provision for a dwelling of this size and location. On-site turning appears achievable, allowing cars to exit the site in a forward gear.

#### Sustainability

The site is situated in the village of Littleworth, which provides limited services. However, Partridge Green to the south is within walking/cycle distance of the site. There are regular bus services that pass through Littleworth that provide regular services to Brighton and Horsham. Cycling is a viable option in the local area, and the LHA would request that secure cycle parking provision be provided to promote sustainable transport methods.

#### Conclusion

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 and informative should be applied:

#### Conditions

##### *Access (Access to be provided prior to first occupation)*

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled "Proposed Site Plan" and numbered "01 Rev. G".

Reason: In the interests of road safety.

##### *Visibility (details approved)*

No part of the development shall be first occupied until visibility splays of 2.4 metres by 80 metres to the South and 2.4 metres by 105 metres to the North have been provided at the proposed site vehicular access onto Littleworth Lane 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.

##### *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.

#### Informative

##### *Vehicle Crossover – Minor Highway Works*

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-network-permits-and-licences/highway-licences/west-sussex-county-council-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways/>

**Kyran Schneider**  
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